



Bridgend Replacement Local Development Plan 2018-2033



Schedule of Minor Changes to the Deposit Plan

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
Chapter 1: Introduction				
1	1.1.1	Inserted	n	Spelling/grammar
1	1.1.1	Deleted	Local Development Plan (Spelling/grammar
1	1.1.1	Deleted)	Spelling/grammar
1	1.1.2	Deleted	Deposit Plan	Spelling/grammar
1	1.1.2	Inserted	Replacement LDP	Spelling/grammar
1	1.1.2	Deleted	to underpin preparation of the Replacement Local Development Plan (LDP) 2018-2033. This document has been prepared and is subject to public consultation	Remove references to Deposit Consultation Stage
1	1.1.2	Deleted	17	Update regulation stage
1	1.1.2	Inserted	22	Update regulation stage
1	1.1.3	Deleted	Deposit Plan	Spelling/grammar
1	1.1.3	Deleted	Preferred Strategy	Spelling/grammar
1	1.1.3	Inserted	Deposit Plan	Spelling/grammar
1	1.1.3	Deleted	30th September 2019 and 8th November 2019	Remove references to Deposit Consultation Stage
1	1.1.3	Inserted	1st June 2021 and 27th July 2021	Update consultation dates
1	1.1.3	Deleted	15	Update regulation stage
1	1.1.3	Inserted	17	Update regulation stage
1	1.1.3	Deleted	the Deposit Plan	Spelling/grammar
1	1.1.3	Inserted	this Replacement LDP	Spelling/grammar
1	1.1.3	Deleted	to underpin the Replacement LDP and provides	Spelling/grammar
1	1.1.3	Inserted	and	Spelling/grammar
2	1.1.4	Deleted	Deposit	Spelling/grammar
3	1.2	Deleted	Deposit	Spelling/grammar
3	1.2	Inserted	Replacement	Spelling/grammar
3	1.2.1	Deleted	Preferred Strategy itself	Spelling/grammar
3	1.2.1	Inserted	Deposit Plan	Spelling/grammar
3	1.2.1	Deleted	n	Spelling/grammar
3	1.2.1	Deleted	Initial	Spelling/grammar
3	1.2.1	Deleted	16a	Update regulation stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
3	1.2.1	Inserted	22	Update regulation stage
3	1.2.1	Deleted	Initial	Spelling/grammar
3	1.2.1	Deleted	or will be	Spelling/grammar
3	1.2.1	Deleted	Deposit	Spelling/grammar
3	1.2.2	Deleted	Deposit	Spelling/grammar
3	1.2.4	Deleted	Deposit	Spelling/grammar
3	1.2.5	Deleted	Deposit	Spelling/grammar
3	1.2.5	Deleted	Deposit	Spelling/grammar
3	1.3.1	Deleted	emerging	Spelling/grammar
4	1.3.1	Deleted	being	Spelling/grammar
4	1.3.2	Deleted	emerging	Spelling/grammar
4	1.3.3	Deleted	Deposit Plan	Spelling/grammar
4	1.3.3	Inserted	LDP	Spelling/grammar
4	1.3.3	Deleted	Deposit	Spelling/grammar
4	1.3.3	Deleted	Deposit	Spelling/grammar
4	1.3.3	Deleted	G	Spelling/grammar
4	1.3.3	Inserted	g	Spelling/grammar
4	1.3.3	Deleted	Deposit	Spelling/grammar
4	1.3.3	Inserted	the	Spelling/grammar
4	1.3.3	Deleted	emerging	Spelling/grammar
4	1.3.3	Inserted	replacement	Spelling/grammar
5	1.3.3	Deleted	Deposit	Spelling/grammar
5	1.3.3	Deleted	Deposit	Spelling/grammar
5	1.3.3	Deleted	Deposit Plan	Spelling/grammar
5	1.3.3	Deleted	Deposit	Spelling/grammar
5	1.4.1	Deleted	5th October 2020	Update Replacement DA date
5	1.4.1	Inserted	10th December 2021	Update Replacement DA date
5	1.5.1	Deleted	Deposit	Spelling/grammar
5	1.5.1	Deleted	Deposit Plan	Spelling/grammar
5	1.5.1	Inserted	Replacement LDP	Spelling/grammar
6	Table 1	Deleted	Deposit Plan	Spelling/grammar
6	Table 1	Inserted	Preferred Strategy To identify the type and scale of spatial change required to achieve the proposed new LDP Vision and Objectives.	Update table with latest supporting documents

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Initial Consultation Report To outline how the Local Planning Authority (LPA) has undertaken public participation and consultation on the Preferred Strategy in accordance with LDP Regulation 16a. The Report identifies the steps taken to publicise plan preparation, in accordance with the CIS, before outlining the specific bodies engaged, summarising the main issues raised and identifying how the responses have been or will be addressed. The Report provides significant detail on how this key period of consultation influenced development of the Deposit LDP.</p> <p>Deposit Consultation Report To comprehensively document how the LPA has considered all representations made on the Deposit Plan. It summarises the key issues raised throughout the process, including the representations made and recommendations as to how the LPA considers each representation should be addressed. It represents a key pre-requisite to submission of the Replacement LDP in accordance with the latest Replacement DA.</p> <p>The Full Sustainability Appraisal of the Deposit Plan and Non-technical Summary Deposit SA Report To identify any likely significant economic, environmental and social effects of the LDP, and to suggest relevant mitigation measures. This process integrates sustainability considerations into all stages of</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			LDP preparation, and promotes sustainable development.	
7	Table 1	Deleted	Deposit SA Report	Spelling/grammar
7	Table 1	Deleted	namely	Spelling/grammar
7	Table 1	Inserted	namely,	Spelling/grammar
7	Table 1	Deleted	emerging Bridgend R	Spelling/grammar
7	Table 1	Deleted	, which at this stage comprises the LDP Deposit Stage	Spelling/grammar
7	Table 1	Deleted	land-owners	Spelling/grammar
7	Table 1	Inserted	landowners	Spelling/grammar
7	Table 1	Deleted	pre-deposit proposals and/or deposit	Spelling/grammar
7	Table 1	Deleted	2020	Update table with latest supporting documents
7	Table 1	Inserted	2022	Update table with latest supporting documents
7	Table 1	Deleted	Deposit Plan	Spelling/grammar
7	Table 1	Inserted	LDP	Spelling/grammar
8	Table 1	Inserted	Retail Study Update (2022) To re-analyse trends affecting the retail sector which may impact and influence local retailing within the county borough and how this may change over time. Also, to assess future needs for comparison and convenience retail floorspace to 2033, based on existing market shares.	Update table with latest supporting documents
9	Table 1	Inserted	Allotment Audit (2022) To provide an audit of existing allotment provision in the County Borough.	Update table with latest supporting documents
9	Table 1	Deleted	2021	Update table with latest supporting documents
9	Table 1	Inserted	2022	Update table with latest supporting documents
9	Table 1	Inserted	Carmarthen Bay, Gower & Swansea Bay Local Seascape Character Assessment (2017)	Update table with latest supporting documents

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			A tool for the management of change in the coastal and marine environment, covering four coastal local planning authorities. It is equivalent to, and overlaps, existing landscape information including LANDMAP and landscape character assessments.	
10	Table 1	Inserted	and 2022	Update table with latest supporting documents
10	Table 1	Inserted	The Study has been updated in light of the new draft TAN 15 and new Flood Map for Planning.	Update table with latest supporting documents
10	Table 1	Deleted	Local Development Plan	Spelling/grammar
10	Table 1	Inserted	LDP	Spelling/grammar
10	Table 1	Deleted	emerging	Spelling/grammar
10	Table 1	Deleted	Local Development Plan	Spelling/grammar
10	Table 1	Inserted	LDP	Spelling/grammar
11	Table 1	Deleted	2021	Update table with latest supporting documents
11	Table 1	Inserted	2022	Update table with latest supporting documents
11	Table 1	Deleted	Strategic Transport Assessment Technical Note (2021) A technical note to confirm the proposed level of development detailed within the revised LDP can be accommodated within the BCBC Highway Network with suitable mitigation.	Update table with latest supporting documents
11	Table 1	Deleted	2021	Update table with latest supporting documents
11	Table 1	Inserted	2022	Update table with latest supporting documents
11	Table 1	Deleted	2020	Update table with latest supporting documents

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
11	Table 1	Inserted	2022	Update table with latest supporting documents
11	Table 1	Deleted	2021	Update table with latest supporting documents
11	Table 1	Inserted	2022	Update table with latest supporting documents
11	Table 1	Deleted	<p>How to Have Your Say</p> <p>1.6.1 Bridgend County Borough Council would welcome your views on the Deposit Plan and a statutory consultation period will be held from 1st June 2021 to 27th July 2021.</p> <p>Due to the Coronavirus pandemic, undertaking face-to-face public exhibitions will not be possible so the consultation will be largely web based. All the documents can be viewed on the Council's website, along with a summary version of the Deposit Draft and an on-line survey at the following address: www.bridgend.gov.uk/ldpconsultation. Hard copies of the survey can be obtained by emailing consultation@bridgend.gov.uk or phoning 01656 643664.</p> <p>Copies are available to inspect during normal opening hours at the Civic Offices, Angel Street, Bridgend. This is strictly subject to any visit being made by prior arrangement. Copies will also be available to inspect at every library in the County Borough.</p> <p>In addition, members of the Strategic Planning Team will be available to answer queries by</p>	Remove references to Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>phone. This will be done on an appointment basis, and bookings can be made by emailing ldp@bridgend.gov.uk or phoning 01656 643633.</p> <p>1.6.5 The closing date for the submission of comments on the Bridgend Deposit LDP is 5pm on 27th July 2021. Any comments received after this deadline will not be accepted.</p> <p>Visit: www.bridgend.gov.uk/ldpconsultation</p> <p>Email a Copy of the Consultation Form to: consultation@bridgend.gov.uk</p> <p>Post a Copy of the Comment Form to: Consultation, Civic Offices, Angel Street, Bridgend, CF31 4WB Telephone the Strategic Planning Team on 01656 643633 for further information</p> <p>1.6.6 All comments should relate to the questions included in the summary version of the Deposit Plan, which are designed to assist with your representation.</p>	
12	1.7.1	Deleted	<p>1.7.1 The full extent of consultation which took place during the Plan preparation will be detailed in the 'Consultation Report on the Deposit Plan'. This report must accompany the Replacement LDP SA/SEA Report and the other supporting documents on deposit, in accordance with LDP Regulation 17 of the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005.</p>	Remove references to Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
12	1.7.2	Deleted	then	Spelling/grammar
12	1.6.2	Inserted	1.6.2	Spelling/grammar
Chapter 2: The Spatial Context				
15	2.2.7	Deleted	Cribbwr	Spelling/grammar
15	2.2.7	Inserted	Cribwr	Spelling/grammar
15	2.2.7	Deleted	Cribbwr	Spelling/grammar
15	2.7.7	Inserted	Cribwr	Spelling/grammar
16	2.3.1	Deleted	is estimated to have	Update from 2021 Census
16	2.3.1	Deleted	147,049	Update from 2021 Census
16	2.3.1	Inserted	145,500 at the time of the 2021 Census	Update from 2021 Census
16	2.3.1	Deleted	based on the 2019 Mid-Year Population Estimate	Update from 2021 Census
16	2.3.1	Deleted	over 5%	Update from 2021 Census
16	2.3.1	Inserted	4.5% during	Update from 2021 Census
17	2.4.4	Deleted	Whilst 3.73 hectares of employment land was developed in 2018/19, t	Future-proof text
17	2.4.4	Inserted	T	Spelling/grammar
18	2.5.1	Inserted	LDP	Spelling/grammar
18	2.5.3	Deleted	Due consideration to	Spelling/grammar
18	2.5.3	Inserted	Each stage of Plan preparation has duly considered	Spelling/grammar
18	2.5.3	Deleted	will be demonstrated at each stage of Plan preparation	Spelling/grammar
18	2.5.3	Deleted	's development	Spelling/grammar
18	2.5.3	Deleted	will continually be	Spelling/grammar
18	2.5.3	Inserted	have been	Spelling/grammar
21	2.6.12	Deleted	2033	Correction
21	2.6.12	Inserted	2023	Correction
22	2.6.13	Deleted	Local Development Plan	Spelling/grammar
22	2.6.13	Inserted	LDP	Spelling/grammar
22	2.6.15	Deleted	revised	Spelling/grammar
22	2.6.15	Inserted	Replacement	Spelling/grammar
23	2.6.17	Deleted	revised	Spelling/grammar
23	2.6.17	Inserted	Replacement	Spelling/grammar
23	2.6.18	Inserted	(ATNM)	Spelling/grammar

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
23	2.6.19	Inserted	n LDP	Spelling/grammar
23	2.6.19	Deleted	Local Development Plan	Spelling/grammar
Chapter 3: Key Issues and Drivers				
25	3.1.1	Deleted	Deposit LDP	Spelling/grammar
25	3.1.1	Inserted	Plan as a whole	Spelling/grammar
26	Table 2	Inserted	, revised 2021	Update table with latest evidence
26	Table 2	Inserted	, revised 2021	Update table with latest evidence
26	Table 2	Inserted	, revised 2021	Update table with latest evidence
27	Table 2	Inserted	Future Wales: The National Development Framework Planning Policy Wales	Correction
27	Table 2	Deleted	National Development Framework	Correction
27	Table 2	Inserted	, revised 2021	Update table with latest evidence
27	Table 2	Deleted	2019	Update table with latest evidence
27	Table 2	Inserted	2020	Update table with latest evidence
28	Table 3	Deleted	2020	Update table with latest evidence
28	Table 3	Inserted	2022	Update table with latest evidence
28	Table 3	Inserted	Future Wales identifies Pre-Assessed Areas for Wind Energy to help meet future energy needs. Whilst the principle of developing renewable and low carbon energy from all technologies is supported, there is a	Update table with latest evidence
28	Table 3	Deleted	The	Spelling/grammar
29	Table 3	Inserted	Future Wales: The National Development Framework Planning Policy Wales	Correction
29	Table 3	Inserted	, revised 2021	Update table with latest evidence
30	Table 3	Inserted	, revised 2021	Update table with latest evidence
30	Table 3	Inserted	, revised 2021	Update table with latest evidence

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
30	Table 3	Inserted	, revised 2021	Update table with latest evidence
30	Table 3	Inserted	, revised 2021	Update table with latest evidence
30	Table 3	Deleted	2020	Update table with latest evidence
30	Table 3	Inserted	2022	Update table with latest evidence
32	Table 3	Inserted	, revised 2021	Update table with latest evidence
32	Table 3	Inserted	Retail Study Update (2022)	Update table with latest evidence
32	Table 3	Inserted	, revised 2021	Update table with latest evidence
32	Table 3	Inserted	Retail Study Update (2022)	Update table with latest evidence
Chapter 4: LDP Strategic Framework				
34	4.2.1	Inserted	, Inclusive	Term added in response to Representor 1033's suggestion at Deposit Consultation Stage
34	4.2.2	Deleted	Deposit Plan	Spelling/grammar
34	4.2.2	Inserted	LDP	Spelling/grammar
35	SOBJ2	Inserted	, Inclusive	Term added in response to Representor 1033's suggestion at Deposit Consultation Stage
42	4.3.14	Inserted	The delivery of new flood defences (in addition to the existing defences) and re-designation of Porthcawl as a Defended Zone will provide a coincidental opportunity to enable the Porthcawl Waterfront site to come forward and provide residential-led growth that maximises the benefits of this unique location.	Update position to take account of the forthcoming new TAN15 and Flood Map for Planning
42	4.3.14	Deleted	It is envisaged that several sensitive development projects could be promoted and brought forward by means of broad tourism-related regeneration,	Update position to take account of the forthcoming new TAN15 and Flood Map for Planning

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			primarily stimulated by the delivery of Porthcawl Waterfront Regeneration Area. This major regeneration project, on the town's waterfront, will provide the strategic focus of residential-led growth and opportunity for Porthcawl by maximising the benefits of the unique location that incorporates views across Sandy Bay.	
42	4.3.14	Deleted	flood defences,	Spelling/grammar
43	4.3.14	Inserted	Several sensitive development projects could also be promoted and brought forward by means of broad tourism-related	Improve sentence structure
43	4.3.14	Deleted	The	Spelling/grammar
43	4.3.14	Inserted	regeneration. The	Spelling/grammar
46	SP1	Deleted	9,207	Update to reflect housing trajectory
46	SP1	Inserted	8,335	Update to reflect housing trajectory
46	SP1	Deleted	20	Update to reflect housing trajectory
46	SP1	Inserted	10	Update to reflect housing trajectory
46	SP1	Deleted	1,977	Update to reflect housing trajectory
46	SP1	Inserted	1,595	Update to reflect housing trajectory
47	SP1	Deleted	2021	Update latest supporting evidence
47	SP1	Inserted	2022	Update latest supporting evidence
47	4.3.27	Deleted	1,977	Update to reflect housing trajectory
47	4.3.27	Inserted	1,595	Update to reflect housing trajectory
50	4.3.34	Deleted	Deposit Plan	Spelling/grammar
51	4.3.43	Deleted	, facilitated through the	Spelling/grammar
51	4.3.43	Inserted	. The flood defence works and re-classification of the area as a Defended Zone has provided a coincidental opportunity for the	Update position to take account of the forthcoming new

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
				TAN15 and Flood Map for Planning
51	4.3.43	Deleted	Waterfront Regeneration Area	Consistency of terminology
51	4.3.43	Inserted	waterfront	Spelling/grammar
54	Table 6	Updated	Updated Spatial Distribution of Housing Figures and Percentages	Update to reflect housing trajectory
57	4.3.62	Inserted	The Replacement LDP seeks to deliver the identified affordable housing target within the designated settlement boundaries in accordance with placemaking principles. COM5 does not seek to promote significant levels of affordable housing development outside of settlement boundaries to contribute to this target, rather provide a mechanism to meet specific, pressing, yet limited housing need. Affordable Housing Exception sites will be small in scale and exceptional in circumstance.	Update to clarify purpose of the affordable housing exception site policy in response to certain representations made at Deposit Consultation Stage (representor numbers 38, 162, 394 and 1140)
58	4.3.65	Inserted	Concept masterplans are provided in Appendix 7 for illustration purposes only, although further consultation will be undertaken as part of the Pre-Application Consultation process and these masterplans will also be refined as part of future planning applications.	Provide a visual element to the LDP to enable all parties to understand how the sites will be developed in broad terms. This responds to Welsh Government's recommendation at Deposit Consultation Stage.
Chapter 5: Implementation and Delivery				
61	SP3	Deleted	n	Spelling/grammar
61	SP3	Inserted	o	Spelling/grammar
61	SP3	Inserted	d	Spelling/grammar
62	SP3	Deleted	and	Spelling/grammar
62	SP3	Inserted	Include the provision of high-speed digital infrastructure from the outset; and	Rewording to better align with national policy in response to Welsh Government's recommendation at

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
				Deposit Consultation Stage
62	SP3	Deleted	Local Development Plan	Spelling/grammar
62	SP3	Inserted	LDP	Spelling/grammar
63	5.2.4	Deleted	Local Planning Authority	Spelling/grammar
63	5.2.4	Inserted	LPA	Spelling/grammar
63	5.2.6	Inserted	Concept masterplans are provided in Appendix 7 for illustration purposes only, although further consultation will be undertaken as part of the Pre-Application Consultation process and these masterplans will also be refined as part of future planning applications.	Provide a visual element to the LDP to enable all parties to understand how the sites will be developed in broad terms. This responds to Welsh Government's recommendation at Deposit Consultation Stage.
64	PLA1	Inserted	32	Correction
64	PLA1	Deleted	41.72	Correction
64	PLA1	Deleted	1,115	Update to reflect housing trajectory
64	PLA1	Inserted	1,100	Update to reflect housing trajectory
64	PLA1	Deleted	3.51 ha of	To future-proof text
64	PLA1	Inserted	Outdoor Recreation Facilities and	To future-proof text
64	PLA1	Deleted	420	Update to reflect housing trajectory
64	PLA1	Inserted	180	Update to reflect housing trajectory
64	PLA1	Deleted	1,115	Update to reflect housing trajectory
64	PLA1	Inserted	1,100	Update to reflect housing trajectory
64	PLA1	Deleted	335	Update to reflect housing trajectory
64	PLA1	Inserted	330	Update to reflect housing trajectory
65	PLA1	Deleted	rural/	Spelling/grammar
65	PLA1	Deleted	Porthcawl Waterfront Land-use Framework and	Update latest evidence
65	PLA1	Inserted	Porthcawl	Update latest evidence

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
65	PLA1	Inserted	and future development briefs	Future-proof text
65	PLA1	Deleted	developed	Spelling/grammar
65	PLA1	Inserted	published	Spelling/Grammar
65	PLA1	Deleted	1,115	Update to reflect housing trajectory
65	PLA1	Inserted	1,100	Update to reflect housing trajectory
65	PLA1	Inserted	Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance	Enhance clarity and future-proof text
65	PLA1	Deleted	3.51 hectares of public open space comprising of Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs) should be incorporated within these areas of open space	Enhance clarity and future-proof text
65	PLA1	Deleted	2.76 hectares of land for	Future-proof text
65	PLA1	Inserted	Circa 1 hectare of	Future-proof text
65	PLA1	Inserted	land for	Future-proof text
65	PLA1	Inserted	a further 1 hectare of land for	Future-proof text
66	PLA1	Deleted	An emergency access through Dock Street and Sandy Lane;	Future-proof text
66	PLA1	Deleted	0.	Spelling/grammar
66	PLA1	Inserted		Spelling/grammar
66	PLA1	Deleted	12	Consistency with Porthcawl Placemaking Strategy
66	PLA1	Inserted	0.17	Consistency with Porthcawl Placemaking Strategy
66	PLA1	Deleted	public	Consistency with Porthcawl Placemaking Strategy
66	PLA1	Inserted	Metro-Link consisting of a bus	Consistency with Porthcawl Placemaking Strategy

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
66	PLA1	Deleted	transport	Consistency with Porthcawl Placemaking Strategy
66	PLA1	Deleted	PORC3	Correction
66	PLA1	Inserted	4084	Correction
66	PLA1	Deleted		Spelling/Grammar
66	PLA1	Deleted	Active Travel Network Maps	Spelling/Grammar
66	PLA1	Inserted	ATNM	Spelling/Grammar
66	PLA1	Deleted	INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17 and INM-POR-18;	Correction
66	PLA1	Inserted	INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28	Correction
66	5.2.6 5.2.7	Deleted	41.72	Correction
66	5.2.6 5.2.7	Inserted	32	Correction
66	5.2.7 5.2.8	Deleted	1,115	Update to reflect housing trajectory
66	5.2.7 5.2.8	Inserted	1,100	Update to reflect housing trajectory
67	5.2.9	Inserted	The coastal setting of this site makes it particularly important to consider the impacts of climate change on tidal flood risk as	Update position to take account of the forthcoming new TAN15 and Flood Map for Planning.
67	5.2.9	Deleted	T	Spelling/grammar
67	5.2.9	Inserted	t	Spelling/grammar
67	5.2.9	Inserted	. The draft of the forthcoming revised TAN15 acknowledges that there are some large urban communities already located in areas at risk of flooding and investment in flood defence infrastructure will be required to keep such existing populations safe. Following dialogue with Welsh Government, Coastal Risk Management Programme funding was secured for major flood defence works at Porthcawl. Phase 1 (Eastern Promenade) is designed to protect the Salt Lake	Update position to take account of the forthcoming new TAN15 and Flood Map for Planning

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>area and existing development to the north. Phase 2 (Coney Beach) encompasses flood and coastal erosion measures along the Coney Beach frontage to safeguard and enhance the existing flood protection to the frontage provided by the existing ad-hoc revetment. Implementation of these works will better protect the existing community from flooding and the effects of flooding. However, they also have significant potential to achieve wider social, economic and environmental benefits to contribute towards the statutory well-being goals of the Well-being of Future Generations (Wales) Act 2015. The greatest overall value can be achieved by combining these investments in flood defence infrastructure with other investment in active travel infrastructure, public realm improvements and regeneration-led development.</p>	
67	5.2.8 5.2.10	Inserted	<p>The existing flood defences combined with completion of the new flood defence works has rendered the site within a Defended Zone and will provide a coincidental opportunity to realise wider regeneration and placemaking benefits for the area through the delivery of Porthcawl Waterfront. On this basis, it is considered that the Porthcawl Waterfront site can be developed in full compliance with the requirements of the future revised TAN15. The defences are expected to provide a high standard of protection; significantly reducing the risk of flooding in areas within Zone 3 and respective areas in Zone 2. Nevertheless, all development in the area will necessarily be</p>	<p>Update position to take account of the forthcoming new TAN15 and Flood Map for Planning</p>

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			accompanied by a Flood Consequence Assessment to ensure the new development incorporates resilience to remain dry and safe as per the tolerable conditions set out in the future revised TAN15. The Replacement LDP's housing trajectory has factored in appropriate timescales for the completion of coastal flood defence works before forecasting dwelling completions. This presents a practical example of how to deliver a high priority brownfield regeneration scheme in a Defended Zone in the context of the forthcoming revised TAN15.	
67	5.2.8 5.2.10	Deleted	and requires coastal protection works in order to be considered suitable for residential development. Welsh Government Coastal Risk Management Programme funding has been secured for major flood defence works, which will enable the site to be delivered comprehensively. The site will be developed in phases, linked to the phasing for the coastal defences. The west of the site (incorporating parts of the existing Salt Lake Car Park) is not entirely reliant upon the delivery of improved sea defences and is therefore expected to come forward initially. Later development phases along the Eastern Promenade (rear of Sandy Bay) rely on coastal defences and will therefore be delivered in succession to coincide with completion of the flood defence works.	Update position to take account of the forthcoming new TAN15 and Flood Map for Planning
67	5.2.8 5.2.10	Deleted	Land-use Framework and	Consistency with Porthcawl Placemaking Strategy
67	5.2.8 5.2.10	Inserted	Porthcawl	Consistency with Porthcawl Placemaking Strategy

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
68	5.2.8 5.2.11	Deleted	0.12	Consistency with Porthcawl Placemaking Strategy
68	5.2.9 5.2.11	Inserted	0.17	Consistency with Porthcawl Placemaking Strategy
68	5.2.9 5.2.11	Deleted	future public transport terminus	Consistency with Porthcawl Placemaking Strategy
68	5.2.9 5.2.11	Inserted	future Metro-Link consisting of a new four bay bus terminus	Consistency with Porthcawl Placemaking Strategy
69	PLA2	Deleted	847	Update to reflect housing trajectory
69	PLA2	Inserted	788	Update to reflect housing trajectory
69	PLA2	Deleted	260	Update to reflect housing trajectory
69	PLA2	Inserted	188	Update to reflect housing trajectory
69	PLA2	Deleted	587	Update to reflect housing trajectory
69	PLA2	Inserted	600	Update to reflect housing trajectory
69	PLA2	Deleted	847	Update to reflect housing trajectory
69	PLA2	Inserted	788	Update to reflect housing trajectory
69	PLA2	Deleted	169	Update to reflect housing trajectory
69	PLA2	Inserted	158	Update to reflect housing trajectory
80	PLA2	Deleted	847	Update to reflect housing trajectory
70	PLA2	Inserted	788	Update to reflect housing trajectory
71	PLA2	Inserted	, which could include a Community Indoor Tennis Centre	Enhance clarity
71	PLA2	Deleted	emergency	Unnecessary
71	PLA2	Inserted	serves as the primary access for the relocated Heronsbridge SEN school and the Community Indoor Tennis Centre, as well as an	Enhance clarity

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			emergency access for the residential element of the scheme	
71	PLA2	Deleted	also promotes pedestrian and cycling connectivity	Sentence structure
71	PLA2	Deleted	Active Travel Network Maps	Spelling/Grammar
71	PLA2	Inserted	ATNM	Spelling/Grammar
71	PLA2	Deleted	INM-POR-15, INM-BR-46, INM-BR-48, INM-BR-75, INM-BR-45 and INM-BR-49;	Correction
71	PLA2	Inserted	INM-POR-15, INM-BR-45, INM-BR-46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374.	Correction
72	5.2.16	Deleted	847	Update to reflect housing trajectory
72	5.2.16	Inserted	788	Update to reflect housing trajectory
72	5.2.17 5.2.18	Inserted	The site is located within the 'Merthyr Mawr Farmland, Warren and Coastline' which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. Much of the wider landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Replacement LDP has carefully considered key landscape sensitivities to development-led change. The importance of this landscape, and the need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP's evidence base. Policy PLA2 stresses the importance of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes' ancient buried archaeology and the Grade II*	Enhance clarity in response to numerous public concerns arising from Deposit Consultation

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			Merthyr Mawr Estate. In particular, the southern boundary of the Land South of Bridgend (Island Farm) allocation is important as it lies adjacent to an historic landscape as identified by the Landscape Character Assessment. The Replacement LDP seeks to protect and conserve this landscape's character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, with appropriate mitigation measures and landscaping treatments order to minimise visual impacts on adjacent uses. It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme. A detailed, updated Landscape and Visual Impact Assessment will be required to inform and accompany further masterplanning work (as part of a future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping.	
74	PLA3	Deleted	12.8 ha of	Future-proof text
74	PLA3	Deleted	360	Update to reflect housing trajectory
74	PLA3	Inserted	330	Update to reflect housing trajectory
74	PLA3	Deleted	450	Update to reflect housing trajectory
74	PLA3	Inserted	500	Update to reflect housing trajectory
75	PLA3	Inserted	Green Infrastructure and Outdoor Recreation Facilities to be	Future-proof text

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance	
75	PLA3	Deleted	4.1 hectares of retained green infrastructure and new areas of public open space across the site comprising seven key areas of formal open space (including 0.5ha of equipped play provision), informal spaces and linkages, green streets,	Future-proof text
76	PLA3	Deleted	Active Travel Network Maps	Spelling/Grammar
76	PLA3	Inserted	ATNM	Spelling/Grammar
76	PLA3	Deleted	INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b.	Correction
76	PLA3	Inserted	INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120	Correction
76	PLA3	Inserted	Also seek to maintain a green buffer at the front of the site, known locally as the 'Circus Field'.	Enhance clarity in response to public concerns arising from Deposit consultation
77	5.2.22	Deleted	Active Travel Network Maps	Spelling/Grammar
77	5.2.22	Inserted	ATNM	Spelling/Grammar
78	PLA4	Deleted	770	Update to reflect housing trajectory
78	PLA4	Inserted	804	Update to reflect housing trajectory
78	PLA4	Deleted	6 ha of	Future-proof text
78	PLA4	Deleted	290	Update to reflect housing trajectory
78	PLA4	Inserted	204	Update to reflect housing trajectory
78	PLA4	Deleted	480	Update to reflect housing trajectory
78	PLA4	Inserted	600	Update to reflect housing trajectory
78	PLA4	Deleted	770	Update to reflect housing trajectory
78	PLA4	Inserted	804	Update to reflect housing trajectory

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
78	PLA4	Deleted	154	Update to reflect housing trajectory
78	PLA4	Inserted	161	Update to reflect housing trajectory
79	PLA4	Deleted	770	Update to reflect housing trajectory
79	PLA4	Inserted	804	Update to reflect housing trajectory
79	PLA4	Inserted	from the south of the site (off Felindre Road), with secondary access from the north of the site (off the A473)	Enhance clarity in response to Representor 219's comments at Deposit Consultation Stage
79	PLA4	Deleted	off the A473	Sentence structure
80	PLA4	Deleted	Active Travel Network Maps	Spelling/Grammar
80	PLA4	Inserted	ATNM	Spelling/Grammar
80	PLA4	Deleted	INM-PE-2, INM-PE-8, INM-PE-13 and INM-PE-15;	Correction
80	PLA4	Inserted	INM-PE-2, INM-PE-8, INM-PE-12, INM-PE-13, INM-PE-20 and INM-PE-26	Correction
80	5.2.26	Deleted	770	Update to reflect housing trajectory
80	5.2.26	Inserted	804	Update to reflect housing trajectory
81	PLA5	Deleted	2,000	Update to reflect housing trajectory
81	PLA5	Inserted	2,003	Update to reflect housing trajectory
81	PLA5	Deleted	8 ha of	Future-proof text
81	PLA5	Deleted	352	Update to reflect housing trajectory
81	PLA5	Inserted	220	Update to reflect housing trajectory
81	PLA5	Deleted	705	Update to reflect housing trajectory
81	PLA5	Inserted	750	Update to reflect housing trajectory
81	PLA5	Deleted	2,000	Update to reflect housing trajectory
81	PLA5	Inserted	2,003	Update to reflect housing trajectory

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
82	PLA5	Deleted	2,000	Update to reflect housing trajectory
82	PLA5	Inserted	2,003	Update to reflect housing trajectory
83	PLA5	Deleted	Active Travel Network Maps	Spelling/Grammar
83	PLA5	Inserted	ATNM	Spelling/Grammar
83	PLA5	Deleted	INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18 and INM-PY-19;	Correction
83	PLA5	Inserted	INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18, INM-PY-27 and INM-PY-34.	Correction
85	5.2.41	Deleted	2021-22	Correction
85	5.2.41	Inserted	2018-23	Correction
87	5.2.45	Deleted	Development Advice Maps	Update
87	5.2.45	Inserted	Flood Map for Planning	Update
87	5.2.45	Inserted	includes climate change information to show how this will affect flood risk extents over the next century, along with the potential extent of flooding assuming no defences are in place. The Flood Map for Planning	Update position to take account of the forthcoming new TAN15 and Flood Map for Planning.
87	5.2.45	Deleted	identify the flood risk zones as set out in the TAN and	Update position to take account of the forthcoming new TAN15 and Flood Map for Planning.
87	5.2.45	Inserted	for Bridgend County Borough	Sentence structure
87	5.2.45	Inserted	A new SPG will also be prepared to set the framework for a local approach to flood risk management within Bridgend Town Centre.	Enhance clarity
88	SP5	Deleted	Active Travel Network Maps	Spelling/grammar
88	SP5	Inserted	ATNM	Spelling/grammar
90	SP5	Deleted	Active Travel Network Maps	Spelling/grammar
90	SP5	Inserted	ATNM	Spelling/grammar
93	PLA8	Deleted	corridor	Enhance clarity
93	PLA8	Deleted	bus-based park and ride facility	Enhance clarity
93	PLA8	Inserted	transport interchange	Enhance clarity
93	PLA8	Deleted	park and ride facility	Enhance clarity
93	PLA8	Inserted	transport interchange	Enhance clarity
93	PLA8	Inserted)	Spelling/grammar

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
93	PLA8	Deleted	, Maesteg	Spelling/grammar
93	PLA8	Deleted	Road dualling	Enhance clarity
93	PLA8	Inserted	Capacity enhancements	Enhance clarity
95	PLA8	Deleted	dualling	Enhance clarity
95	5.2.68	Inserted	capacity enhancement of	Clarification
95	5.2.69	Deleted	Study	Correction
95	5.2.69	Inserted	Assessment	Correction
95	5.2.69	Inserted	as	Selling/grammar
95	5.2.69	Deleted	will	Selling/grammar
95	5.2.69	Inserted	s	Selling/grammar
95	5.2.70	Deleted	,	Selling/grammar
95	5.2.70	Inserted	or improvements to signal controller equipment and timings,	Enhance clarity
95	5.2.70	Inserted	and	Selling/grammar
95	5.2.70	Deleted	,	Selling/grammar
95	5.2.70	Inserted	.	Selling/grammar
95	5.2.70	Deleted	at roundabouts, which could include lengthening of/ or additional approach lanes etc.	Enhance clarity
95	PLA9	Deleted	but	Selling/grammar
95	PLA9	Inserted	and	Selling/grammar
95	PLA9	Deleted	through the provision of an acceptable alternative route	Enhance clarity
95	5.2.72	Inserted	therefore PROW are now often	Enhance clarity
95	5.2.72	Deleted	these facilities are more usually seen as a	Enhance clarity
95	5.2.72	Inserted	used for	Spelling/grammar
95	5.2.72	Deleted	asset	Spelling/grammar
95	5.2.72	Inserted	journeys	Spelling/grammar
96	5.2.72	Deleted	However w	Spelling/grammar
96	5.2.72	Inserted	W	Spelling/grammar
96	5.2.72	Inserted	a	Spelling/grammar
96	5.2.72	Deleted	Existing public rights of way should, therefore, be protected and developed to meet the needs of the pedestrian and cyclist.	Sentence structure
96	5.2.74	Deleted	, where possible, include	Spelling/grammar
96	5.4.74	Inserted	contribute towards	Spelling/grammar
96	5.2.74	Deleted	developing	Spelling/grammar
96	5.2.74	Inserted	adopted	Spelling/grammar
96	PLA10	Deleted	Active	Spelling/grammar

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
96	PLA10	Inserted	active	Spelling/grammar
96	PLA10	Deleted	Travel	Spelling/grammar
96	PLA10	Inserted	travel	Spelling/grammar
96	PLA11	Deleted	. This should be	Spelling/grammar
96	PLA11	Inserted	the	Spelling/grammar
96	PLA11	Inserted	SPG on	Spelling/grammar
96	PLA11	Inserted	electric and Ultra Low Emission Vehicles.	Sentence structure
96	PLA11	Deleted	the requirements for cycles, cars, motorcycles and service vehicles	Sentence structure
97	5.2.76	Deleted	, therefore,	Spelling/grammar
97	5.2.76	Inserted	. For this reason	Spelling/grammar
97	5.2.76	Deleted	the Council will seek to restrict	Sentence structure
97	5.2.76	Deleted	(e.g. offices, shops and leisure uses) to	Sentence structure
97	5.2.76	Inserted	must be located in areas	Sentence structure
97	5.2.76	Deleted	locations	Spelling/grammar
97	5.2.76	Inserted	and active travel infrastructure	Sentence structure
97	5.2.76	Deleted	A carefully considered approach is required to ensure that appropriate parking is provided to serve developments, alongside the recognition that the availability of parking spaces and parking charges applied, are key tools in facilitating a reduction in journeys by private car and encouraging a change in mode choice towards more sustainable means of travel.	Enhance clarity
97	5.2.77	Deleted	For the purposes of this policy, the reference to 'appropriate' in respect of the quantum of parking refers to that which is consistent with the adopted SPG on Parking.	Enhance clarity
97	5.2.77	Inserted	adopted	Spelling/grammar
97	5.2.77	Deleted	submission of	Spelling/grammar
97	5.2.77	Deleted	and from them	Spelling/grammar
98	5.2.80	Deleted	Active Travel Network Maps	Spelling/grammar
98	5.2.80	Inserted	ATNM	Spelling/grammar
98	5.2.80	Deleted	Active Travel Network Maps	Spelling/grammar
98	5.2.80	Inserted	ATNM	Spelling/grammar
98	5.2.80	Deleted	Active Travel Network Maps	Spelling/grammar

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
98	5.2.80	Inserted	ATNM	Spelling/grammar
98	5.2.80	Deleted	Active Travel Network Maps	Spelling/grammar
98	5.2.80	Inserted	ATNM	Spelling/grammar
98	5.2.80	Deleted	existing active travel routes	Sentence structure
98	5.2.80	Inserted	ATNM focusses on the following designated settlements	Sentence structure
98	5.2.80	Deleted	include	Spelling/grammar
98	5.2.81	Deleted	Active Travel Network Maps	Spelling/grammar
98	5.2.81	Inserted	ATNM	Spelling/grammar
98	5.2.81	Deleted	further	Spelling/grammar
98	5.2.81	Deleted	walking	Spelling/grammar
98	5.2.82	Inserted	(Wales)	Spelling/grammar
98	5.2.82	Inserted	2013	Spelling/grammar
99	5.2.82	Deleted	can	Spelling/grammar
99	5.2.82	Inserted	s	Spelling/grammar
99	5.2.82	Deleted	in	Spelling/grammar
99	5.2.82	Deleted	standards of good practice	Sentence structure
99	5.2.82	Inserted	high quality infrastructure	Sentence structure
99	5.2.83	Deleted	provision	Spelling/grammar
99	5.2.84	Inserted	active travel and green	Sentence structure
100	5.3	Inserted	, Inclusive	Term added in response to Representor 1033's suggestion at Deposit Consultation Stage
102	SP6	Deleted	9,207	Update to reflect housing trajectory
102	SP6	Inserted	8,335	Update to reflect housing trajectory
102	SP6	Deleted	1,977	Update to reflect housing trajectory
102	SP6	Inserted	1,595	Update to reflect housing trajectory
103	5.3.8	Deleted	9,207	Update to reflect housing trajectory
103	5.3.8	Inserted	8,335	Update to reflect housing trajectory
103	5.3.8	Deleted	1,632	Update to reflect housing trajectory
103	5.3.8	Inserted	760	Update to reflect housing trajectory

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
103	5.3.8	Deleted	20	Update to reflect housing trajectory
103	5.3.8	Inserted	10	Update to reflect housing trajectory
103	5.3.9	Deleted	2020	Update to reflect latest evidence
103	5.3.9	Inserted	2022	Update to reflect latest evidence
103	5.3.10	Deleted	1,977	Update to reflect housing trajectory
103	5.3.10	Inserted	1,595	Update to reflect housing trajectory
104	5.3.13	Deleted	2020	Update to reflect latest evidence
104	5.3.13	Inserted	2022	Update to reflect latest evidence
105	Table 7	Updated	Updated Table 7 Figures	Update to reflect housing trajectory
106	5.3.15	Deleted	2020	Update to reflect latest evidence
106	5.3.15	Inserted	2022	Update to reflect latest evidence
107	COM1	Updated	Updated total units to be delivered in and beyond LDP period	Update to reflect housing trajectory and deletion of Parc Afon Ewenni housing allocation (due to flood risk issues)
107	COM1	Deleted	COM1(1) Parc Afon Ewenni, Bridgend, re-numbered other allocations	Update to reflect housing trajectory and deletion of Parc Afon Ewenni housing allocation
108	5.3.19	Deleted	1,977	Update to reflect housing trajectory
108	5.3.19	Deleted	1,595	Update to reflect housing trajectory
109	COM2	Deleted	1,977	Update to reflect housing trajectory
109	COM2	Inserted	1,595	Update to reflect housing trajectory
110	5.3.22	Deleted	1,977	Update to reflect housing trajectory

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
110	5.3.22	Inserted	1,595	Update to reflect housing trajectory
110	5.3.22	Inserted	The Plan has made provision to deliver the affordable housing target within the designated settlement boundaries.	Update to clarify purpose of the affordable housing exception site policy in response to certain representations made at Deposit Consultation Stage (representor numbers 38, 162, 394 and 1140).
110	Table 8	Updated	Updated affordable housing supply component figures	Update to reflect housing trajectory
110	5.3.23	Inserted	Equally, whilst there is a framework to enable affordable housing exception sites, these developments are intended to be small in scale, exceptional in circumstance and only to meet an identified, pressing, local need. The LDP's affordable housing target does not factor in an allowance for affordable housing delivered on exception sites for this reason.	Update to clarify purpose of the affordable housing exception site policy in response to certain representations made at Deposit Consultation Stage (representor numbers 38, 162, 394 and 1140).
111	COM3	Deleted	COM1(1) – Parc Afon Ewenni, Bridgend, re-numbered other allocations	Parc Afon Ewenni housing allocation deleted due to flood risk issues.
112	5.3.25	Inserted	, Inclusive	Term added in response to Representor 1033's suggestion at Deposit Consultation Stage
114	COM5	Deleted	outside	Amend the exception site policy in line with PPW Edition 11 as recommended by Welsh Government at Deposit Consultation Stage
114	COM5	Inserted	within or adjoining	Amend the exception site policy in line with PPW Edition 11 as recommended by

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
				Welsh Government at Deposit Consultation Stage
114	COM5	Inserted	within or adjoining	Amend the exception site policy in line with PPW Edition 11 as recommended by Welsh Government at Deposit Consultation Stage
114	COM5	Deleted	adjacent to	Amend the exception site policy in line with PPW Edition 11 as recommended by Welsh Government at Deposit Consultation Stage
115	5.3.33	Inserted	The Replacement LDP has also made provision to deliver the affordable housing target specified within COM2 within the designated settlement boundaries.	Update to clarify purpose of the affordable housing exception site policy in response to certain representations made at Deposit Consultation Stage (representor numbers 38, 162, 394 and 1140)
115	5.3.33	Inserted	local	Enhance clarity
115	5.3.34	Inserted	within or	Amend the exception site policy in line with PPW Edition 11 as recommended by Welsh Government at Deposit Consultation Stage
115	5.3.35	Inserted	For the purposes of providing affordable housing in rural areas, 'local need' constitutes any household who has been confirmed by the Council as being in need of affordable housing within the respective Housing Market Area (defined by the latest LHMA). This household must be registered on the Common Housing Register or any waiting	Define 'local need' as required by TAN 2 and recommended by Welsh Government at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			list held by the Council for housing need, have a life or work connection to the Housing Market Area and be able to demonstrate that they are unable to meet their housing needs within the market.	
116	5.3.36	Inserted	COM5 does not seek to enable large scale affordable housing developments in countryside locations as the LDP has made sufficient provision to deliver the affordable housing target within the designated settlement boundaries.	Update to clarify purpose of the affordable housing exception site policy in response to certain representations made at Deposit Consultation Stage (representor numbers 38, 162, 394 and 1140)
119	5.3.46	Deleted	has specifically declined any further	Update position on the need identified by the GTAA
119	5.3.46	Inserted	no longer requires	Update position on the need identified by the GTAA
119	5.3.46	Inserted	Another household has received planning consent to reconfigure an existing authorised site to accommodate three further pitches.	Update position on the need identified by the GTAA
119	5.3.46	Deleted	six	Update position on the need identified by the GTAA
119	5.3.46	Inserted	three	Update position on the need identified by the GTAA
119	5.3.46	Deleted	two separate families	Update position on the need identified by the GTAA
119	5.3.46	Inserted	one family	Update position on the need identified by the GTAA
119	5.3.46	Deleted	two	Update position on the need identified by the GTAA
119	5.3.46	Inserted	one	Update position on the need identified by the GTAA

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
119	5.3.46	Deleted	separate	Update position on the need identified by the GTAA
119	5.3.46	Inserted	private	Update position on the need identified by the GTAA
119	5..46	Deleted	s	Spelling/grammar
120	Table 9	Inserted	-	Spelling/grammar
120	Table 9	Deleted	–	Spelling/grammar
120	Table 9	Deleted	-	Spelling/grammar
120	Table 9	Inserted	–	Spelling/grammar
120	Table 9	Deleted	L	Spelling/grammar
120	Table 9	Inserted	l	Spelling/grammar
120	Table 9	Inserted	es	Spelling/grammar
120	Table 9	Deleted	pitches	Spelling/grammar
120	Table 9	Inserted	pitch	Spelling/grammar
120	Table 9	Deleted	Yes	Update position on the need identified by the GTAA
120	Table 9	Inserted	No	Update position on the need identified by the GTAA
120	Table 9	Deleted	Land is allocated via SP7(2) for 3 Pitches	Update position on the need identified by the GTAA
120	Table 9	Inserted	consent has been granted to intensify an existing authorised private site and accommodate the 3 pitches.	Update position on the need identified by the GTAA
120	5.3.47	Deleted	Based on this evidence of need, the Council has made site specific provision for two	Update position on the need identified by the GTAA
120	5.3.47	Inserted	Based on this evidence of need, the Council has made site specific provision for one	Update position on the need identified by the GTAA
120	5.3.47	Deleted	s	Spelling/grammar
120	5.3.47	Deleted	are	Spelling/grammar
120	5.3.47	Inserted	is	Spelling/grammar
120	5.3.47	Deleted	s	Spelling/grammar
120	5.3.47	Deleted	have	Spelling/grammar
120	5.3.47	Inserted	has	Spelling/grammar

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
120	5.3.47	Deleted	s	Spelling/grammar
120	5.3.47	Deleted	have	Spelling/grammar
120	5.3.47	Inserted	has	Spelling/grammar
120	5.3.47	Deleted	have	Spelling/grammar
120	5.3.47	Deleted	Showperson	Spelling/grammar
120	5.3.47	Inserted	Showpeople	Spelling/grammar
120	SP7	Deleted	SP7 (2) Land adjacent to Bryncethin Depot (permanent, 3 pitch site)	Site no longer necessary to meet the needs identified in the GTAA. Planning consent has been granted to intensify an existing authorised private site and accommodate the 3 pitches through re-configuration (application P/21/677/FUL refers, see also Gypsy and Traveller Site Options Background Paper).
121	5.3.48	Deleted	s	Spelling/grammar
127	COM9	Deleted	local planning authority	Spelling/grammar
127	COM9	Inserted	LPA	Spelling/grammar
128	5.3.66	Deleted	2020	Update latest evidence
128	5.3.66	Inserted	2021	Update latest evidence
128	5.3.66	Deleted	2020	Update latest evidence
128	5.3.66	Inserted	2022	Update latest evidence
128	5.3.66	Deleted	2021	Update latest evidence
128	5.3.66	Inserted	2022	Update latest evidence
128	5.3.67	Inserted	,	Spelling/grammar
128	5.3.67	Deleted	and	Spelling/grammar
128	5.3.67	Inserted	, and, where appropriate for the level of sport played, stands, spectator areas, lighting and training facilities	Enhance clarity in response to Representor 846's comments at

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
				Deposit Consultation Stage
131	SP10	Inserted	, health facilities	Enhance clarity
133	5.3.75	Inserted	Future Wales outlines how digital communications infrastructure is vital to the future success and economic competitiveness of businesses, whilst supporting community and individual needs. Hence, Future Wales supports the provision of digital communications infrastructure and services across Wales and requires new developments to include the provision of high-speed broadband infrastructure from the outset.	Rewording to better align with the NDF in response to Welsh Government's comments made at Deposit Consultation Stage
138	ENT1	Deleted	EENT1: Employment Allocations	Spelling/grammar
138	ENT1	Inserted	E	Spelling/grammar
143	ENT2	Deleted	Former Christie Tyler Site	Correction – the site has not been developed for employment purposes and was not recommended for re-allocation as an employment site by the Economic Evidence Base Study. The site was incorrectly listed within the employment safeguarding policy (ENT2) at Deposit Stage and has therefore now been removed.
143	ENT2	Inserted	Wern Tarw	Re-numbering exercise following deletion of Christie Tyler Site above
143	ENT2	Deleted	37) Wern Tarw	Re-numbering exercise following deletion of Christie Tyler Site above
145	5.4.31	Deleted	Likewise	Spelling/grammar

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
145	5.4.31	Inserted	Likewise,	Spelling/grammar
145	5.4.31	Deleted	Local Planning Authority	Spelling/grammar
145	5.4.31	Inserted	LPA	Spelling/grammar
148	SP12	Inserted	Bridgend Retail Study Update 2022	Update with latest evidence
150	5.4.47	Deleted	2020	Update with latest evidence
150	5.4.47	Inserted	2022	Update with latest evidence
154	5.4.59	Inserted	<p>5.4.59 A refreshed Retail Study Update was undertaken in 2022 to re-examine retail need within the county borough, trends affecting the retail sector and how this may change over time. It also assessed future needs for comparison and convenience retail floorspace to 2033, based on a range of updated technical inputs.</p> <p>i) The 2022 Study now evidences capacity for 12,790 sq.m of additional comparison retail sales area floorspace over the whole plan period (up to 2033) of which there is medium-term capacity for 6,291 sq.m sales area (by 2028). The main reason for additional capacity in the comparison goods sector is higher population growth (an additional 12,709 persons) when compared with the 2018 position. The Study recommends that the comparison need identified should be met within existing town centres in the first instance in accordance with Planning Policy Wales' 'Town Centre First' principle. Accompanying primary survey work has demonstrated more than sufficient capacity to accommodate the comparison retail sales area floorspace identified.</p> <p>ii) Conversely, the 2022 Study evidences less capacity in</p>	Update with latest evidence

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			the convenience goods sector due to existing commitments. This leaves capacity for just 403 sq.m of additional convenience retail sales area floorspace over the whole plan period (up to 2033), of which, there is no capacity for additional convenience retail floorspace in the short and medium term. The 2022 Study concludes that the strategic sites offer the best opportunity to deliver the shortfall in convenience through local service centres. The illustrative masterplans collectively demonstrate more than sufficient provision to accommodate the small quantum of additional convenience retail sales needed over the plan period.	
155	5.4.60	Inserted	In summary, the retail need identified will be met by allocating regeneration sites in or adjacent to Bridgend and Porthcawl Town Centres, the re-use and regeneration of vacant units within commercial centres and via local service centres on new strategic sites (refer to the Retail Background Paper).	Update with latest evidence
156	5.4.62	Inserted	Within Primary Shopping Areas, non-A1 development proposals on the ground floor must be actively marketed prior to submission of an application. A marketing strategy should be submitted to and agreed by the LPA in advance of it being undertaken. Providing the LPA has approved the marketing strategy in advance and is satisfied that the strategy has been executed appropriately, one year of marketing will be considered acceptable. Otherwise, the LPA will need to be satisfied that marketing has been undertaken on reasonable terms	Enhance consistency between non-A1 development proposals within Primary Shopping Areas (as detailed in ENT7) and outside of Primary Shopping Areas (as detailed in ENT8).

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			for at least two years prior to the submission of an application. As a minimum, the LPA will require sales particulars and information from sales / letting agents to be submitted as part of an application.	
156	5.4.62	Inserted	in accordance with ENT7	Enhance clarity
156	ENT8	Inserted	and outside of Bridgend, Maesteg and Porthcawl	Enhance clarity in response to Representor 254's comments at Deposit Consultation Stage
157	5.4.66	Deleted	for at least 2 years	Enhance consistency between non-A1 development proposals within Primary Shopping Areas (as detailed in ENT7) and outside of Primary Shopping Areas (as detailed in ENT8).
157	5.4.66	Inserted	A marketing strategy should be submitted to and agreed by the LPA in advance of it being undertaken. Providing the LPA has approved the marketing strategy in advance and is satisfied that the strategy has been executed appropriately, one year of marketing will be considered acceptable. Otherwise, the LPA will need to be satisfied that marketing has been undertaken on reasonable terms for at least two years prior to the submission of an application. As a minimum, the LPA will require	Enhance consistency between non-A1 development proposals within Primary Shopping Areas (as detailed in ENT7) and outside of Primary Shopping Areas (as detailed in ENT8).
157	5.4.66	Deleted	The Council will need to be satisfied that marketing has been undertaken on reasonable terms and, as a minimum, would require	Enhance consistency between non-A1 development proposals within Primary Shopping Areas (as detailed in ENT7) and outside of Primary Shopping

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
				Areas (as detailed in ENT8)
158	ENT9	Inserted	Small scale retail and food and drink uses will be permitted as part of Strategic Allocations where the proposals are in accordance with Policies PLA1-5	Enhance clarity
158	5.4.68	Inserted	A marketing strategy should be submitted to and agreed by the LPA in advance of it being undertaken.	Enhance clarity
160	5.4.78	Deleted	Local Development Plans (Spelling/grammar
160	5.4.78	Inserted	s	Spelling/grammar
160	5.4.78	Deleted)	Spelling/grammar
161	5.4.79	Deleted	Local Development Plan	Spelling/grammar
161	5.4.79	Inserted	LDP	Spelling/grammar
162	SP13	Deleted	Satisfactory mitigation can be put in place to minimise the impacts of renewable and low carbon	Amend SP13(1b) criterion to place more emphasis on <u>minimising</u> the effects of any application that comes forward inside the PAAs but is for less than 10MW rather than <u>mitigating</u> the effects. This has ensured the policy wording follows PPW more closely in response to Representor 1049's comments at Deposit Consultation Stage.
162	SP13	Inserted) has sought to minimise the landscape and visual impact through its design and micro-siting, particularly where in close proximity to homes and tourism receptors	Amend SP13(1b) criterion to place more emphasis on <u>minimising</u> the effects of any application that comes forward inside the PAAs but is for less than 10MW rather than <u>mitigating</u> the effects. This has ensured the policy wording follows PPW more closely in response to

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
				Representor 1049's comments at Deposit Consultation Stage.
162	SP13	Inserted	the	Spelling/grammar
162	SP13	Deleted	s	Spelling/grammar
162	SP13	Inserted	(Spelling/grammar
162	SP13	Deleted	and	Spelling/grammar
162	SP13	Inserted	inclusive of	Spelling/grammar
163	5.4.85	Inserted	outside the Pre-Assessed Areas	Amended to clarify that only proposals outside of the PAAs will be required to undertake a landscape and Visual Impact Assessment in response to Representor 1049's comments at Deposit Consultation Stage.
164	5.4.85	Deleted	development.	Sentence structure
164	5.4.85	Inserted	development. However, both within and outside Pre-Assessed Areas, the landscape and visual impact must be minimised through appropriate design and micro-siting.	Amended to clarify that only proposals outside of the PAAs will be required to undertake a landscape and Visual Impact Assessment in response to Representor 1049's comments at Deposit Consultation Stage.
172	SP14	Inserted	The proposal has duly considered the location of any existing water and sewerage infrastructure;	Amended in response to a request by Dŵr Cymru Welsh Water at Deposit Consultation Stage.
175	ENT14	Inserted	The following mineral buffer zones are identified around existing quarries and mineral operations: 1) Cefn Cribwr Mineral Buffer Zone 2) Stormy Down Mineral Buffer Zone	Include the list of buffer zones in the policy to clearly identify the location of the mineral operations and their buffer zones in response to Welsh Government's

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
				recommendation at Deposit Consultation Stage.
175	ENT14	Deleted	1	Re-numbering
175	ENT14	Inserted	a	Re-numbering
175	ENT14	Deleted	2	Re-numbering
175	ENT14	Inserted	b	Re-numbering
185	5.4.139	Deleted	Local Planning Authority	Spelling/grammar
185	5.4.139	Inserted	LPA	Spelling/grammar
186	5.5.2	Inserted	Future Wales' strategic focus on urban growth requires an increased emphasis on biodiversity enhancement (net benefit) in order to ensure that growth is sustainable.	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
186	5.5.2	Deleted	net gains in	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
186	5.5.2	Inserted	enhancement (net benefit)	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
187	5.5.4	Deleted	The LDP Strategy acknowledges that the	Sentence structure
187	5.5.4	Inserted	The	Sentence structure
187	5.5.4	Inserted	which the Replacement LDP seeks to maintain and enhance (to provide a net benefit).	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
187	5.5.4	Deleted	which requires continued protection	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
187	5.5.4	Deleted	, in order to conserve and enhance biodiversity	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
187	5.5.4	Inserted	In accordance with Future Wales Policy 9, the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment.	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
187	5.5.5	Inserted	national	Enhance clarity
187	5.5.5	Inserted	maintaining and enhancing biodiversity and taking account of ecosystem resilience	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
187	5.5.5	Deleted	the protection of species and habitats recognised in legislation, PPW and TAN5 Nature Conservation and Planning	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
187	5.5.5	Inserted	PPW11 responds to the Section 6 Duty of the Environment Act by setting a framework to maintain and enhance biodiversity	Refine policy framework to reflect a net benefit approach in line with national

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			(providing a net benefit), whilst calling for a proactive approach towards facilitating the delivery of biodiversity and resilience outcomes.	policy in response to Welsh Government's comments at Deposit Consultation Stage
187	5.5.6	Inserted	maintain and	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
187	5.5.6	Inserted	to provide a net benefit for biodiversity through a proactive and resilient approach.	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
187	5.5.6	Deleted	through	Spelling/grammar
187	5.5.6	Inserted	This includes	Spelling/grammar
187	5.5.6	Deleted	and	Spelling/grammar
187	5.5.6	Inserted	and adopting best practice site design and green infrastructure	Sentence structure
187	5.5.6	Deleted	. Only	Spelling/grammar
187	5.5.6	Inserted	principles. Only	Spelling/grammar
188	SP17	Deleted	conserve	Spelling/grammar
188	SP17	Inserted	maintain	Spelling/grammar
189	5.5.7	Deleted	conserve	Spelling/grammar
189	5.5.7	Inserted	maintain	Spelling/grammar
190	5.5.10	Deleted	Local Planning Authority	Spelling/grammar
190	5.5.10	Inserted	LPA	Spelling/grammar
190	5.5.11	Deleted	local planning authority	Spelling/grammar
190	5.5.11	Inserted	LPA	Spelling/grammar
191	DNP1	Deleted	development is	Spelling/grammar
191	DNP1	Inserted	development	Spelling/grammar
191	DNP1	Deleted	modest	Spelling/grammar
191	DNP1	Inserted	is	Spelling/grammar
191	DNP1	Deleted	in	Spelling/grammar
191	DNP1	Inserted	modest	Spelling/grammar
191	DNP1	Deleted	scale	Spelling/grammar

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
191	DNP1	Inserted	in	Spelling/grammar
191	DNP1	Deleted	and	Spelling/grammar
191	DNP1	Inserted	scale	Spelling/grammar
191	DNP1	Deleted	clearly	Spelling/grammar
191	DNP1	Inserted	and	Spelling/grammar
191	DNP1	Deleted	subordinate	Spelling/grammar
191	DNP1	Inserted	clearly subordinate	Spelling/grammar
191	DNP1	Deleted	or	Spelling/grammar
192	DNP1	Inserted	; or	Spelling/grammar
192	DNP1	Deleted	.	Spelling/grammar
192	DNP1	Inserted	Education provision where a need has been identified by the Local Education Authority.	Enhance clarity
199	5.5.37	Inserted	All existing LNRs and RIGS are shown on the Proposals Map of the LDP, however, in the interests of clarity, and in view of their number and variety in terms of scale, SINC's are excluded from the Proposals Map.	Paragraph re-numbering
199	5.5.38	Deleted	All existing LNRs and RIGS are shown on the Proposals Map of the LDP, however, in the interests of clarity, and in view of their number and variety in terms of scale, SINC's are excluded from the Proposals Map.	Paragraph re-numbering
200	DNP6	Inserted	provide a net benefit for biodiversity	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
200	DNP6	Deleted	contribute to biodiversity net gain	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
200	DNP6	Inserted	Features and elements of biodiversity or green infrastructure	Refine policy framework to reflect a

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			value should be retained on site, and enhanced or created where ever possible, by adopting best practice site design and green infrastructure principles.	net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
200	DNP6	Inserted	damage to biodiversity and ecosystem functioning	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
200	DNP6	Deleted	nature conservation impacts	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
200	DNP6	Inserted	to maintain and enhance biodiversity and build resilient ecological networks	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
200	DNP6	Deleted	nature conservation	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
200	DNP6	Inserted	biodiversity	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
200	DNP6	Deleted	designed to conserve, enhance, manage and, where appropriate, restore natural habitats and species must be provided.	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
200	DNP6	Inserted	must be provided to enable habitat creation, or the provision of long-term management arrangements to enhance existing habitats and deliver a net benefit for biodiversity.	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
200	5.5.39	Inserted	to provide a net benefit for biodiversity	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
201	5.5.40	Deleted	achieve	Spelling/grammar
201	5.5.40	Inserted	provide a net benefit for	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
201	5.5.40	Deleted	net gain or ecological enhancement	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
201	5.5.40	Inserted	and promote the resilience of ecosystems	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
				comments at Deposit Consultation Stage
201	5.5.41	Deleted	Every opportunity	Spelling/grammar
201	5.5.41	Inserted	A full ecological assessment	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
201	5.5.41	Inserted	adopting a step-wise approach to maintain and enhance biodiversity and build resilient ecological networks. DNP6 seeks to ensure any adverse environmental effects are firstly avoided, then minimised, mitigated, and as a last resort compensated for. Appropriate mitigation, compensatory and enhancement measures will be secured by means of planning conditions and/or planning obligations or agreements with developers to deliver a net benefit for biodiversity. Any proposed compensation should take account of the Section 6 Duty (Biodiversity and Resilience of Ecosystems Duty), and the five key ecosystem resilience attributes that it outlines. It should also be accompanied by a long term management plan of agreed and appropriate mitigation and compensation measures.	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
201	5.5.41	Deleted	requiring appropriate mitigation and compensatory measures in order to secure the future biodiversity of those sites. These measures will be secured by means of planning conditions and/or planning obligations or agreements with developers.	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
202	5.5.43	Deleted	no net loss in overall	Refine policy framework to reflect a net benefit approach

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
				in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
202	5.5.43	Inserted	development does not cause any significant loss of habitats or populations of species and must provide a net benefit for biodiversity	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
202	5.5.43	Deleted	biodiversity as a result of development and where possible there should be biodiversity gains	Refine policy framework to reflect a net benefit approach in line with national policy in response to Welsh Government's comments at Deposit Consultation Stage
202	5.5.45	Inserted	,	Spelling/grammar
207	5.5.59	Deleted	Local Planning Authority	Spelling/grammar
207	5.5.59	Inserted	LPA	Spelling/grammar
Appendix 1: Housing Trajectory				
1	Tables 1-3 Figure 1	Updated	Updated the Housing Trajectory, as follows: <ul style="list-style-type: none"> Table 1: The Timing and Phasing of Allocations (2018-2033) - Updated site capacities, timing and phasing. Deleted Parc Afon Ewenni. Table 2: Updated completions and the timing and phasing of sites with planning permission. Table 3: Updated anticipated annual build rate calculation. Figure 1: Updated Housing Development Trajectory Graph. 	Update to reflect housing trajectory and outcome of Stakeholder Group held on 27/05/2022

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
Appendix 2: Employment Land Schedule				
1	Table 1	Updated	Updated employment land supply take-up and projection figures.	Update to reflect employment land take-up as reported in the AMR 2022
Appendix 4: Monitoring and Review				
13	SOBJ2	Inserted	, Inclusive	Term added in response to Representor 1033's suggestion at Deposit Consultation Stage
13	SOBJ2	Deleted	132	Update to reflect housing trajectory
13	SOBJ2	Inserted	106	Update to reflect housing trajectory
Appendix 5: Implementation and Delivery				
1	1	Inserted	Strategic Site Allocations	Improve structure
1	SP2(1)/PLA1	Deleted	P and A units	Typing/grammar
1	SP2(1)/PLA1	Deleted	41.72	Correction
1	SP2(1)/PLA1	Inserted	32	Correction
1	SP2(1)/PLA1	Deleted	1,115	Update to reflect housing trajectory
1	SP2(1)/PLA1	Inserted	1,100	Update to reflect housing trajectory
1	SP2(1)/PLA1	Deleted	335	Update to reflect housing trajectory
1	SP2(1)/PLA1	Inserted	330	Update to reflect housing trajectory
1	SP2(1)/PLA1	Deleted	420	Update to reflect housing trajectory
1	SP2(1)/PLA1	Inserted	180	Update to reflect housing trajectory
1	SP2(1)/PLA1	Deleted	41.72	Correction
1	SP2(1)/PLA1	Inserted	32	Correction
2	SP2(1)/PLA1	Deleted	PORC3	Correction
2	SP2(1)/PLA1	Inserted	4084	Correction
2	SP2(1)/PLA1	Deleted	Active Travel Network Maps	Spelling/Grammar
2	SP2(1)/PLA1	Inserted	ATNM	Spelling/Grammar
2	SP2(1)/PLA1	Deleted	INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17 and INM-POR-18.	Correction
2	SP2(1)/PLA1	Inserted	INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-	Correction

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28.	
2	SP2(1)/PLA1	Inserted	Metro-Link consisting of a	Sentence structure
3	SP2(1)/PLA1	Inserted	The coastal setting of this site makes it particularly important to consider the impacts of climate change on tidal flood risk as the majority of the site is susceptible to tidal flooding. The draft of the forthcoming revised TAN15 acknowledges that there are some large urban communities already located in areas at risk of flooding and investment in flood defence infrastructure will be required to keep such existing populations safe. Following dialogue with Welsh Government, Coastal Risk Management Programme funding was secured for major flood defence works at Porthcawl. Phase 1 (Eastern Promenade) is designed to protect the Salt Lake area and existing development to the north. Phase 2 (Coney Beach) encompasses flood and coastal erosion measures along the Coney Beach frontage to safeguard and enhance the existing flood protection to the frontage provided by the existing ad-hoc revetment. Implementation of these works will better protect the existing community from flooding and the effects of flooding. However, they also have significant potential to achieve wider social, economic and environmental benefits to contribute towards the statutory well-being goals of the Well-being of Future Generations (Wales) Act 2015. The greatest overall value can be achieved by combining these investments in flood defence infrastructure with other	Update position to take account of the forthcoming new TAN15 and Flood Map for Planning

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>investment in active travel infrastructure, public realm improvements and regeneration-led development.</p> <p>The existing flood defences combined with completion of the new flood defence works has rendered the site a Defended Zone and will provide a coincidental opportunity to realise wider regeneration and placemaking benefits for the area through the delivery of Porthcawl Waterfront. On this basis, it is considered that the Porthcawl Waterfront site can be developed in full compliance with the requirements of the future revised TAN15. The defences are expected to provide a high standard of protection; significantly reducing the risk of flooding in areas within Zone 3 and respective areas in Zone 2. Nevertheless, all development in the area will necessarily be accompanied by a Flood Consequence Assessment to ensure the new development incorporates resilience to remain dry and safe as per the tolerable conditions set out in the future revised TAN15. The Replacement LDP's housing trajectory has factored in appropriate timescales for the completion of coastal flood defence works before forecasting dwelling completions. This presents a practical example of how to deliver a high priority brownfield regeneration scheme in a Defended Zone in the context of the forthcoming revised TAN15.</p>	
4	SP2(1)/PLA1	Deleted	The primary risk of flooding to Porthcawl is tidal, although only limited areas of Porthcawl lie within DAM Zone C2 and C1, with	Update position to take account of the forthcoming new

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>the majority of the key settlement located within DAM Zone A. Areas in Zone C2 include, West Drive and the Esplanade, Salt Lake car park and Mackworth Road. Formal flood defences at Beach Road, Newton result in the only area of Zone C1. Only less vulnerable development is suitable in areas of Zone C2, subject to the application of the Justification Test, including acceptability Criteria.</p> <p>BCBC have completed detailed tidal modelling of Sandy Bay to understand the future potential for tidal flooding. The results of this modelling show that left unchecked climate change will significantly increase flood risk at Salt Lake car park and cause a broad swath of Porthcawl to flood from the northeast corner of Sandy Bay to The Wilderness. The predicted flood extent and depths through Porthcawl can be seen in Appendix A of the SFCA. As a result of the future tidal flood risk in Porthcawl BCBC have developed plans for the Porthcawl Flood Defence scheme. The scheme has been developed to be delivered in two phases. Phase 1 (Eastern Promenade) will protect the Salt Lake area and existing development to the north. This phase of the scheme will consist of the following measures:</p> <p>Repair and maintenance to the Western Breakwater to safeguard the structural integrity of the structure.</p> <p>Strengthen and raise the existing parapet wall to reduce the risk of wave overtopping along Eastern Promenade.</p>	TAN15 and Flood Map for Planning

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Minor management measures to preserve the Sandy Bay relict dunes.</p> <p>Installation of rock armour to protect the neck of Rhych Point.</p> <p>Phase 2 (Coney Beach) will consist of flood and coastal erosion measures along the Coney Brach frontage to safeguard and enhance the existing flood protection to the frontage provided by the existing ad-hoc revetment. The areas expected to benefit from the two phases of the Porthcawl Flood Defence scheme are shown in the the SCFA. The expectation is that both phases will protect these areas for the next 100 years to a minimum of a 0.5% AEP standard of protection.</p> <p>BCBC has secured funding and all necessary permissions for Phase 1 of the Porthcawl Flood Defences Scheme and work is due to start imminently. Upon completion of Phase 1 flood CLV-JBAU-00-00-RP-Z-0001-S3-P02-Bridgend_SFCA 74 defence works, the DAM classification which covers a small portion of the site, should change from C2 to C1. A risk of flooding may remain in the 0.1% AEP but this will be significantly reduced by the flood defences and should be manageable through good design. Consequently, within the area benefiting from Phase 1 of the Porthcawl Flood Defences Scheme all forms of development should be appropriate.</p> <p>Phase 2 of the Porthcawl Flood Defences Scheme has received</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>approval for funding by Welsh Government. Most of the area is located in DAM Zone A and future flood risk is predicted to be limited in extent and modest in depths, all forms of development are appropriate subject to a detailed and satisfactory Flood Consequence Assessment. As tidal flood risk and the impacts of climate change can be complex, it is advised that a Flood Consequence Assessment should accompany any plans to develop within the Phase 1 and 2 areas irrespective of its location in Zone A of the DAM.</p> <p>Summary of the SFCA</p> <p>The Porthcawl Regeneration site is an extensive brownfield site extending from Trecco Bay caravan site and Rhych Point in the east to the existing harbour and town centre to the west, taking in the former Council owned Sandy Bay caravan site and Salt Lake car park. The current strategic development site boundary includes significant areas of the coastal foreshore and are therefore located in DAM Zone C2. However, these areas are not proposed for built development and therefore the percentage coverage of C2 is somewhat misleading, with most development areas located in Zone A of the DAM. The coastal setting of this site makes it particularly important to consider the impacts of climate change on tidal flood risk. Some areas of the strategic site currently located in DAM Zone A are predicted to be at future flood risk without improvements being made to the coastal flood defences. However,</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			with implementation of the Porthcawl Flood Defences Scheme it is likely that the Porthcawl Regeneration site can be developed in full compliance with the requirements of TAN15. Nevertheless, all development in the area should be accompanied by a Flood Consequence Assessment.	
8	SP2(1)/PLA1	Deleted	generate 33 nursery places, 209 primary places (plus 3 special educational needs places) and 0 secondary places (sufficient capacity)	Future-proof text
8	SP2(1)/PLA1	Inserted	meet the needs for the additional school places it generates through on-site provision and financial contributions.	Future-proof text
8	SP2(1)/PLA1	Deleted	.	Spelling/grammar
8	SP2(1)/PLA1	Inserted	will be provided on-site and	Sentence structure
8	SP2(1)/PLA1	Deleted	&	Spelling/grammar
8	SP2(1)/PLA1	Inserted	and	Spelling/grammar
8	SP2(1)/PLA1	Inserted	will be funded	Spelling/grammar
8	SP2(1)/PLA1	Inserted	the	Spelling/grammar
8	SP2(1)/PLA1	Deleted	3.51 Hectares of Pubic Open Space. Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance and the Porthcawl Waterfront Land-Use Framework document.	Future-proof text
8	SP2(1)/PLA1	Inserted	Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.	Future-proof text

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
8	SP2(1)/PLA1	Deleted	<ul style="list-style-type: none"> • Porthcawl Waterfront Regeneration Area Land Use Framework (2021) • Coney Beach Coastal Defence Feasibility Study Report prepared by Arup • Transport Assessment prepared by Jacobs • Landscape / Seascape and Visual Impact Assessment prepared Soltys Brewster • Consulting • Topographical Survey Plan prepared by Landmark • Ground Contamination Investigation Report prepared by Quantum • Phase 1 Environmental Assessment prepared by Jubb • Geo Environmental & Geotechnical Assessment prepared by Earth Science • Partnership in 2019 • Ecology Survey prepared by David Clements Ecology • Porthcawl Waterfront Regeneration Area LDP Drainage Strategy Report prepared by • Capita Redstart 9 • Utilities Report prepared by SMS • Sequential Test prepared by Peter Brett Associates • Bridgend Strategic Flood Consequences Assessment prepared by JBA • Porthcawl Food Store Development Brief prepared by BCBC 	Reference the latest available evidence on the RLDP examination library
8	SP2(1)/PLA1	Inserted	<ul style="list-style-type: none"> • Refer to Replacement Local Development Plan Examination Library 	Reference the latest available evidence on the RLDP examination library
10	SP2(2)/PLA2	Deleted	P and A units	Spelling/Grammar
10	SP2(2)/PLA2	Deleted	847	Update to reflect housing trajectory

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
10	SP2(2)/PLA2	Inserted	788	Update to reflect housing trajectory
10	SP2(2)/PLA2	Deleted	169	Update to reflect housing trajectory
10	SP2(2)/PLA2	Inserted	158	Update to reflect housing trajectory
10	SP2(2)/PLA2	Deleted	260	Update to reflect housing trajectory
10	SP2(2)/PLA2	Inserted	188	Update to reflect housing trajectory
10	SP2(2)/PLA2	Deleted	587	Update to reflect housing trajectory
10	SP2(2)/PLA2	Inserted	600	Update to reflect housing trajectory
10	SP2(2)/PLA2	Deleted	Active Travel Network Maps	Spelling/grammar
10	SP2(2)/PLA2	Inserted	ATNM	Spelling/grammar
10	SP2(2)/PLA2	Deleted	INM-POR-15, INM-BR-46, INM-BR-48, INM-BR-75, INM-BR-45 and INM-BR-49.	Correction
10	SP2(2)/PLA2	Inserted	INM-POR-15, INM-BR-45, INM-BR-46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374.	Correction
12	SP2(2)/PLA2	Inserted	A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.	Update position to take account of the forthcoming new TAN15 and Flood Map for Planning
15	SP2(2)/PLA2	Deleted	The development will generate 35 nursery places, 232 primary places (plus 3 special educational needs places).	Future-proof text
15	SP2(2)/PLA2	Inserted	The development will meet the needs for the additional school places it generates through on-	Future-proof text

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			site provision and financial contributions.	
16	SP2(2)/PLA2	Deleted	<ul style="list-style-type: none"> • Masterplan Report Roberts Limbrick • Renewable Energy Strategy Troup Bywaters • Utility Report Troup Bywaters + Anders • Ecology Appraisal Ethos Ecology • Transport Strategic Appraisal Corun Associates April 2020 April 2020 • Active Travel Assessment Corun Associates April 2020 April 2020 • Island Farm Drainage Strategy wL2 April 2020 April • High Level Viability Assessment Savills April 2020 • Landscape Matters Note Savills September 2020 • ALC Supplementary Note Savills September 2020 September • Transport Strategic Appraisal Corun Associates June 2020 September 2020 • Health Impact Assessment Savills September 2020 September 2020 • Viability Assessment 	Reference the latest available evidence on the RLDP examination library
16	SP2(2)/PLA2	Inserted	• Refer to Replacement Local Development Plan Examination Library	Reference the latest available evidence on the RLDP examination library
17	SP2(3)/PLA3	Deleted	P and A units	Spelling/grammar
17	SP2(3)/PLA3	Deleted	360	Update to reflect housing trajectory
17	SP2(3)/PLA3	Inserted	330	Update to reflect housing trajectory
17	SP2(3)/PLA3	Deleted	450	Update to reflect housing trajectory
17	SP2(3)/PLA3	Inserted	500	Update to reflect housing trajectory
18	SP2(3)/PLA3	Deleted	Active Travel Network Maps	Spelling/grammar
18	SP2(3)/PLA3	Inserted	ATNM	Spelling/grammar

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
18	SP2(3)/PLA3	Deleted	INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, BRC9b.	Correction
18	SP2(3)/PLA3	Inserted	INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120.	Correction
21	SP2(3)/PLA3	Deleted	confimed	Spelling/grammar
21	SP2(3)/PLA3	Inserted	confirmed	Spelling/grammar
23	SP2(3)/PLA3	Deleted	The development will generate 38 nursery places, 251 primary places (plus 3 Special Education Needs places), 152 secondary places (plus 2 Special Education Needs places) and 24 Post-16 places.	Future-proof text
23	SP2(3)/PLA3	Inserted	The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.	Future-proof text
23	SP2(3)/PLA3	Deleted	<ul style="list-style-type: none"> • Parc Llangewydd Drawing Booklet (Hammonds Architectural Ltd) • Parc Llangewydd Open Space Note (Hammonds Architectural Ltd) • Agricultural Land Classification Note (Kernon Countryside Consultants) • Air Quality Assessment (Air Quality Consultants) • Arboricultural Baseline Note (EDP) • Archaeological and Heritage Assessment (EDP) • Written Statement of Investigation - Archaeological and Heritage (EDP) 24 • Drainage Strategy (JBA Consulting) • Ecology Briefing Note (EDP) • Laleston Meadows SINC: Habitat Assessment Summary Note (EDP) • Laleston Meadows SINC: Ecological Briefing Note (EDP) 	Reference the latest available evidence on the RLDP examination library

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<ul style="list-style-type: none"> • Geoenvironmental and Geotechnical Desk Study (Intégral Géotechnique) • Transport Assessment (Vectos) • Interim Residential Travel Plan (Vectos) • Landscape and Visual Appraisal (EDP) • Renewable Energy Statement (Llanmoor Development Co. Ltd) • Utilities Assessment (Utilitas) 	
23	SP2(3)/PLA3	Inserted	• Refer to Replacement Local Development Plan Examination Library	Reference the latest available evidence on the RLDP examination library
25	SP2(4)/PLA4	Deleted	P and A units	Spelling/grammar
25	SP2(4)/PLA4	Deleted	50.23	Correction
25	SP2(4)/PLA4	Inserted	44.27	Correction
25	SP2(4)/PLA4	Deleted	770	Update to reflect housing trajectory
25	SP2(4)/PLA4	Inserted	804	Update to reflect housing trajectory
25	SP2(4)/PLA4	Deleted	154	Update to reflect housing trajectory
25	SP2(4)/PLA4	Inserted	161	Update to reflect housing trajectory
25	SP2(4)/PLA4	Deleted	290	Update to reflect housing trajectory
25	SP2(4)/PLA4	Inserted	204	Update to reflect housing trajectory
25	SP2(4)/PLA4	Deleted	480	Update to reflect housing trajectory
25	SP2(4)/PLA4	Inserted	600	Update to reflect housing trajectory
25	SP2(4)/PLA4	Deleted	Active Travel Network Maps	Spelling/grammar
25	SP2(4)/PLA4	Inserted	ATNM	Spelling/grammar
25	SP2(4)/PLA4	Deleted	INM-PE-2, INM-PE-8, INM-PE-13 and INM-PE-15.	Correction
25	SP2(4)/PLA4	Inserted	INM-PE-2, INM-PE-8, INM-PE-12, INM-PE-13, INM-PE-20 and INM-PE-26.	Correction
27	SP2(4)/PLA4	Inserted	A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes	Update position to take account of the forthcoming new

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be partially located within Flood Zone 2 and 3 (Ewenny fath main river). The current masterplan has considered constraints and has appropriately positioned development around them.	TAN15 and Flood Map for Planning
29	SP2(4)/PLA4	Inserted	The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.	Future-proof text
29	SP2(4)/PLA4	Deleted	The development will generate 34 nursery places, 233 primary places (plus 3 special educational needs), 46 secondary (plus 2 special educational needs) and 12 post-16 places.	Future-proof text
30	SP2(4)/PLA4	Deleted	<ul style="list-style-type: none"> • Masterplan Report Austin-Smith:Lord April 2020 • Energy Strategy Report Savills July 2020 • Drainage and Utilities Statement OPUS Ltd November 2018 • Drainage Strategy & Flood Advice WSP September 2020 • Ecological Appraisal Soltys Brewster November 2018 • High Level Viability Assessment Savills April 2020 • Landscape Matters Note Savills September 2020 • ALC Supplementary Note Savills September 2020 • Headline Health Impact Assessment Savills September 2020 • Transport Assessment WSP October 2020 	Reference the latest available evidence on the RLDP examination library

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<ul style="list-style-type: none"> • 3G Pitch Strategy Note Savills February 2021 • Viability Assessment 	
30	SP2(4)/PLA4	Inserted	• Refer to Replacement Local Development Plan Examination Library	Reference the latest available evidence on the RLDP examination library
31	SP2(5)/PLA5	Deleted	P and A units	Spelling/grammar
31	SP2(5)/PLA5	Deleted	2,000	Update to reflect housing trajectory
31	SP2(5)/PLA5	Inserted	2,003	Update to reflect housing trajectory
31	SP2(5)/PLA5	Deleted	352	Update to reflect housing trajectory
31	SP2(5)/PLA5	Inserted	220	Update to reflect housing trajectory
31	SP2(5)/PLA5	Deleted	705	Update to reflect housing trajectory
31	SP2(5)/PLA5	Inserted	750	Update to reflect housing trajectory
31	SP2(5)/PLA5	Deleted	Active Travel Network Maps	Spelling/grammar
31	SP2(5)/PLA5	Inserted	ATNM	Spelling/grammar
31	SP2(5)/PLA5	Deleted	INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18 and INM-PY-19.	Correction
31	SP2(5)/PLA5	Inserted	INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18, INM-PY-27 and INM-PY-34.	Correction
33	SP2(5)/PLA5	Inserted	A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be partially located within Flood Zone 2 and 3 along the northern boundary of the eastern parcel of land. The current masterplan has considered constraints and has appropriately positioned development around them.	Update position to take account of the forthcoming new TAN15 and Flood Map for Planning

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
36	SP2(5)/PLA5	Deleted	The development will generate 94 nursery places, 615 primary places (plus 9 special educational needs places), 237 secondary places (plus 5 special educational needs) and 62 post-16 places.	Future-proof text
36	SP2(5)/PLA5	Inserted	The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.	Future-proof text
36	SP2(5)/PLA5	Deleted	<ul style="list-style-type: none"> • Indicative Site Masterplan • Transport Assessment • Ecological Appraisal • Landscape & Visual Impact Assessment ; • Tree and Hedgerow Survey • Flood risk and drainage report • Desk Based Archaeology report • Utilities Search • Noise Assessment • Geo-environmental and geotechnical desk study 37 • Agricultural Land Assessment • Active Travel Assessment • Viability Assessment • Energy Strategy • Railway Crossing Bridge Schematic Designs 	Reference the latest available evidence on the RLDP examination library
36	SP2(5)/PLA5	Inserted	• Refer to Replacement Local Development Plan Examination Library	Reference the latest available evidence on the RLDP examination library
38	COM1(1)	Inserted	<p>COM1(1): Craig y Parcau, Bridgend Sustainable Growth Area</p> <p>6.6ha</p> <p>Housing Allocation</p> <p>108 residential units</p> <p>24 Affordable units</p> <p>2018-2022: 0 units</p> <p>2023-2027: 108 units</p> <p>2028-2033: 0 units</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Site Description</p> <p>Craig Y Parcau consists of a 6.6ha parcel of land bound to the north by the A48, to the east by River Ogmore (and a public footpath running adjacent to it), to the south by New Inn Road, and to the west by mature trees. The proposed development is for approximately 108 homes across two different parcels alongside associated green and blue infrastructure. The proposed development at Craig Y Parcau could be accessed from the A48 roundabout with the B4622.</p> <p>Key Site Issues and Constraints</p> <p>Highways and Transport</p> <p>Active Travel Improvements</p> <p>There are a number of proposed active travel routes surrounding the site boundary. One proposed active route relating to the north of the site includes shared-use off-road intended for pedestrians and cyclists for travel between Broadlands and Bridgend Industrial Estate (Route: INM-BR-45).</p> <p>The site promoter has undertaken an Active Travel Assessment (October 2020) which identifies a number of deficiencies within the current site. The site promoter will mitigate these constraints by seeking to connect to proposed active travel routes to encourage active modes of travel amongst existing and future highway network users. This is evident in the submitted masterplan and must be addressed as part of the future planning application.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-BR-48 and INM-BR-128.</p> <p>New Access Roads</p> <p>The site is bound to the north by the A48, a single lane trunk road that runs along the southern fringe of the settlement of Bridgend, running westwards to Pyle and towards Port Talbot, and eastwards to Cowbridge and towards Cardiff. Access to the site will be via the existing southern arm off Broadlands Roundabout, which will be upgraded to accommodate the development traffic. Previous capacity analysis of the junction, as part of the existing Island Farm planning permission, indicates that nil detriment or better can be readily achieved within adopted highway land.</p> <p>Transport Assessment</p> <p>A detailed assessment has been completed by Corun Associates Ltd in support of Island Farm and Craig y Parcau. Craig y Parcau is likely to come forward in tandem with Island Farm as indicated by the housing trajectory and as such has been collectively assessed. The expected trip generation and distribution from the previously consented and revised Island Farm proposals have been assessed through a series of Transport Strategic Appraisals and Transport Assessment reports for different units of the wider site. A Technical Note has been prepared to combine all</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>assessment work undertaken so far, and identify how the traffic from the revised Island Farm proposals is expected to be distributed across the surrounding assessment network, and how they compare to the flows from the consented Island Farm proposals.</p> <p>The Technical Note indicates that with the exception of the A48 proposed site access junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265 / Ewenny Road junction in both peak hours, the revised Island Farm and Craig y Parcau proposals will result in lower traffic flows through all junctions across the assessment network over both the AM and PM peak hour periods, compared to the previous consented development proposals on the Island Farm Site. As the consented flows are technically already considered to be existing on the highway network, this revised scheme will provide traffic reduction improvements across the local highway network. Previous assessment work on the Island Farm site has identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacity issues in forecast year assessment scenarios both including and excluding the consented Island Farm proposals traffic. Although the revised Island Farm and Craig y Parcau proposals in general bring traffic reductions across these junctions (from what was previously consented), with consideration of background traffic growth alone, these junctions will still likely require mitigation to operate within</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>capacity during future forecast years. The reduction in flows as a result of the revised Island Farm proposals, however, may mean that any mitigation measures implemented can potentially achieve greater capacity improvements at each junction. The revised proposals at the Island Farm and Craig y Parcau sites include three separate vehicle access points onto the local highway network (compared to just two within the consented scheme). All three site access junctions are expected to operate within capacity under the revised Island Farm and Craig y Parcau proposals. An updated assessment at all three identified junctions, and the site access junctions will be undertaken as part of a future supporting Transport Assessment for the revised development, which will ideally include up to date baseline traffic flows as the basis for the assessment.</p> <p>Flood Risk</p> <p>Craig Y Parcau is located within Flood Zone A (considered to be at little or no risk of fluvial or coastal/tidal flooding) as detailed in Natural Resources Wales' Development Advice Maps and therefore the proposed form of development is considered appropriate on flooding grounds. Included at Appendices 7 is a Drainage strategy prepared by wL2.</p> <p>Surface water for the western plateau of the site will make use of a series of attenuation systems (such as underground tanks, reens and ponds) which discharge</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>into the stream bed that runs through the site. For the eastern plateau, the intention is for surface water to discharge either into the stream bed itself or into the River Ogwr to the east. In all cases, the maximum discharge flow will be limited to the 1 in 100-year greenfield run-off for that part of the site. Foul water will connect the Dwr Cymru Welsh Water sewer on the southern side of the A48.</p> <p>The masterplan has been prepared with SuDS principles in mind, looking to make use of attenuation ponds, reens, and swales which will contribute to biodiversity and make attractive features that are part of the masterplan's green and blue infrastructure network. These principles will be incorporated as part of the future planning application.</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.</p> <p>Land Ownership The Site is being promoted by the HD Ltd. Craig-Y-Parcau is under the sole ownership of HD Ltd. As</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>such, there are no other landowners and no unresolved land ownership issues.</p> <p>Protected Environmental / Ecological Species and Designations</p> <p>An Ecology Report has been prepared by Ethos Environmental Planning of the site, of which provides an assessment of both the Island Farm and Craig y Parcau areas' ecological opportunities and constraints and provides recommendations for further surveys.</p> <p>Craig-Y-Parcau area was comprised of a mosaic of grassland, scattered and dense scrub, woodland and hedgerows, with the River Ogmore located along the eastern site boundary. There were a number of mature trees across the site and at the site boundaries which had aesthetic and ecological value. Structures were also present – these were in very poor condition and were not accessed internally.</p> <p>The Ecological Report also considered protected species (including Dormouse, Riparian mammals, Great crested newt, Birds, Bats, Badgers and Reptiles).</p> <p>Dormouse</p> <p>The site contains hedgerows and woodland were assessed to hold high value for dormice. The previous surveys identified the presence of dormice within the SINC located in the north of the site. It was therefore assessed that further surveys would be</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>required to update the status of the site for this species and to inform detailed proposals for the site.</p> <p>Riparian mammals The River Ogmores was present along the eastern edge of the Craig-Y-Parcau, with records of both otter and water vole found south of the site. However, the previous surveys identified no evidence of riparian mammals within the development area. Considering the presence of previous records in the area and suitable habitat directly adjacent to the site, it is recommended surveys are undertaken for these protected species and to inform detailed proposals for the site.</p> <p>Great crested newt The previous surveys assessed the ponds to be unsuitable for great crested newt (GCN) and that GCN were absent from the site. Since then, it is understood that the previously surveyed ponds have been removed and new wildlife ponds created in the south-west of the main site area. The two water bodies identified during the walkover had relatively low water levels and limited aquatic vegetation. The current proposals indicate the retention and protection of the ponds. Nevertheless, they could provide suitable breeding habitat for amphibians and it is recommended that a Habitat Suitability Index of each of the ponds within 500m of the development site to inform detailed planning application.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Birds</p> <p>There was a mix of permanent pasture and arable land providing suitable habitat for farmland birds. Also, the hedgerows and their margins within the fields was assessed to provide potential habitat for ground nesting birds. The woodland, hedgerows, scrub and scattered trees were assessed to have high potential for breeding birds. Evidence of barn owl was found in a stable in the south-east of the site. Further surveys for breeding birds have been recommended within section 5 to inform detailed proposals for the site.</p> <p>Bats</p> <p>The previous surveys identified roosting lesser horseshoe and brown long-eared bats within Hut 9 in the woodland in the SINC. Since the previous surveys were undertaken, a dedicated bat roost has been created in the south-west of the main site. Additionally, the built structures within the Craig-Y-Parcau area were in extremely poor structural condition and a wide range of bat roosting features were visible for the external walkover. They were assessed to hold high potential for roosting bats. Therefore, it was assessed that an updated assessment of the structures should be undertaken to assess their status for roosting bats. Additionally, emergence/re-entry surveys are recommended. The habitats within both sites contained woodland and hedgerows, offering potential commuting, foraging and roosting habitats for bats may provide potential commuting and foraging</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>habitats for bats. A number of mature trees were also noted which could have potential roosting features for bats.</p> <p>Badgers The habitats on site were comprised of woodland, grassland and arable land which have potential to support badgers. However, it should be noted that the previous survey identified badgers to be absent from the site.</p> <p>Reptiles Much of the site was comprised of arable land and agriculturally intensified grassland providing negligible potential for reptiles. The key features were assessed to be the sections of grassland and scrub located at the woodland edges. The site was comprised of common and widespread habitats providing low potential habitats for invertebrates. No detailed surveys will be required.</p> <p>Such findings have influenced the indicative masterplan proposal for the site of which includes the retention of vegetative habitat on site and creation of a swale and an attenuation pond in the east of the site. Further future surveys will be undertaken at the detailed planning application stage, with appropriate mitigation measures to be incorporated where necessary.</p> <p>Utilities Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. Given the site's location, in close proximity to</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>existing built form, it is considered that appropriate water, gas and other utility connections can be made to the site.</p> <p>Water and Waste Water – WwTW Provision and Improvements Dŵr Cymru Welsh Water indicate there should be no issue with Penybont (Merthyr Mawr) WwTW accommodating the foul-only flows from this development.</p> <p>Water and Waste Water – Water Supply Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.</p> <p>Water and Waste Water – Foul Network / Public Sewerage There should be no issue with the public sewerage network accommodating the foul-only flows from this development site. The site is traversed by a 350mm foul sewer for which protection measures will be required in the form of an easement width or diversion.</p> <p>Electricity Provision For electricity, the development will need to fund connections, diversions and a new WPD HV (11kV) ring main to serve the site with two 1MVA HV / LV sub-stations to serve the intended number of dwellings.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Gas Supply Connections will also need to be made to the gas network.</p> <p>Telecommunications Connections/diversions will need to be made to enable broadband provision.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology & Heritage There are no listed buildings on Craig-Y-Parcau, though New Inn Lodge (30m from the site) and New Inn Bridge to the south (circa 10m) are both listed whilst New Inn Bridge (10m from the site) is also a Scheduled Ancient Monument. A submitted masterplan acknowledges the two Grade II listed structures and Scheduled Ancient Monument and has been designed to ensure no development will be in close proximity in addition to no adverse impact upon the building. This will need to be further demonstrated as part of the future planning application.</p> <p>Contamination/Remediation WL Squared have been engaged by the site promoter to provide an outline drainage strategy for the proposed development based on the masterplan prepared by Roberts Limbrick Architects. The drainage strategy, prepared in April 2020, includes commentary on potential contamination within the site, the key points of which are shown below:</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>No intrusive site investigations have yet been undertaken on the site however a desk top study of local site investigation information available indicates that the site is likely to be underlain with relatively impervious glacial tills/clay soils containing some proportion of sands and gravels between circa 3 and 6.5 metres deep overlying Lower Lias beds overlying Carboniferous Limestone.</p> <p>It is likely that the Lower Lias geological unit identified beneath the site is susceptible to natural cavity formation. To the north east of the site, at least thirteen subsidences were recorded in the vicinity of Nolton Street, Bridgend between 1920 and 1950 within Lower Lias deposits which were, predominantly, overlain by Glacial Sand and Gravel.</p> <p>It is thought that natural cavities within the limestone were previously at surface level and that these features were in-filled with superficial glacial deposits at the end of the ice age. Groundwater over time flows through the soils and washes out the cavity backfill resulting in the creation of voids which eventually reach the surface.</p> <p>In view of these conditions the discharge of significant amounts of rainfall runoff via shallow filtration methods is likely to lead to ground instability.</p> <p>Further investigation will be carried out at the detailed planning application stage.</p> <p>Key Infrastructure and Policy Requirements (including broad</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Education The development will meet the needs for the additional school places it generates through planning obligations. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.</p> <p>Affordable Housing The development must provide 20% affordable housing provision in accordance with policy COM3.</p> <p>Open Space Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<ul style="list-style-type: none"> Refer to Replacement Local Development Plan Examination Library 	
44	COM1(2)	Inserted	<p>COM1(2):</p> <p>Land South East of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area</p> <p>5.5 ha</p> <p>Strategic Mixed-use Sustainable Urban Extension</p> <p>140 residential units</p> <p>21 Affordable units</p> <p>2018-2022: 0 units 2023-2027: 115 units 2028-2033: 25 units</p> <p>Site Description</p> <p>The site comprises approximately 5.5ha of agricultural land situated to the south-east of the existing built-up area of Pont Rhyd-y-Cyff, Llangynwyd. It consists of three large, irregularly-shaped fields bounded by existing, mature vegetation, while the westernmost field bounds the public highway along Bridgend Road (A4063) and Parc-Tyn-y-Waun. There is a larger, wooded area in the northeast corner of the site, which abuts the Llynfi River to the east. In terms of topography, the site slopes gently downwards towards the east and north. There is an existing Public Right of Way (PRoW) that runs through the site from Bridgend Road to a level rail crossing in the north-east corner of the site. This site will form part of an overall wider strategic opportunity as one of three inter-connected sites within Pont Rhyd-y-cyff.</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Key Site Issues and Constraints</p> <p>Highways and Transport</p> <p>Active Travel Improvements</p> <p>There are a number of proposed active travel routes surrounding the site boundary. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-34.</p> <p>New Access Roads</p> <p>It is anticipated that the site will be accessed via a simple priority junction on to the A4063 Bridgend Road fronting the site. The access road to the site will be approximately 6m wide, with a 3m pedestrian refuge within the junction bell-mouth, and a 3.5m shared cycleway/footway on one side of the carriageway and a 2m wide footway on the other side.</p> <p>Transport Assessment</p> <p>A collective Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has undertaken an analysis of the potential traffic impact on Junction 36 of the M4 in relation to the development of the three proposed allocations (COM1(2): Land South East of Pont Rhyd y Cyff, COM1(3): Land South of Pont Rhyd y Cyff & COM1(4): Land South West of Pont Rhyd y Cyff) in Pont Rhyd y Cyff. The three allocations would have a high degree of their forecast trip generation accessing local land uses and facilities, particularly associated with the localities and wide range of</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>facilities associated with the settlements of Maesteg (the County Boroughs second largest settlement) and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecast trip generation accessing Junction 36 of the M4. The traffic impact of each site in Pont Rhyd y Cyff individually is negligible as detailed in the relevant Transport Assessments for each site. Additionally, the cumulative impact of all three sites as forecast is marginal having no material impact upon the operational capacity of M4 Junction 36.</p> <p>An individual transport appraisal of the site has also been undertaken by Lime Transport. It is estimated that the site could generate up to 1,059 person trips (two-way) throughout the day, with up to 59 vehicle trips (two-way) in the AM peak and up to 68 vehicle trips (two-way) in the PM peak. It is estimated that the site could increase traffic along the A4063 Bridgend Road by a maximum of 3.2% and, in accordance with TAN18, it is considered that candidate site is unlikely to have a material impact on the local highway network. The impact of any future development on the site will need to be assessed with a robust Transport Assessment, that will need to be discussed and agreed with the local highway authority. It is also considered that the impact of any future development on the site could be reduced through the implementation of an effective Travel Plan. Based on the likely impact of the site, it is considered</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>that the candidate site will have a minimal impact on the operation of the local highway network.</p> <p>Flood Risk</p> <p>A Flood Consequences and Drainage Appraisal has been undertaken by Vectos. All development will be steered into the areas at minimal or no risk of fluvial flooding. Surface water runoff from the site will be managed using SUDS in accordance with the sustainable drainage hierarchy via restriction to greenfield runoff rates prior to discharge in the River Llynfi. Given the above, from a flood consequence and drainage perspective, Maesteg and Llynfi Valley Regeneration Growth Area is capable of delivering development which is compliant with PPW and TAN 15.</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows that the majority of the site is located outside of any flood zone and at low or no risk of flooding, although the south-eastern section of the site is within Flood Zone 3. All development will be steered into the areas at minimal or no risk of fluvial flooding.</p> <p>Land Ownership</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>The landowner is committed to working towards ensuring that the development site can be delivered as a comprehensive development (including COM1(3): Land South of Pont Rhyd-y-cyff & COM1(4): Land South West of Pont Rhyd-y-cyff). A Statement of Common Ground has been signed between all three site promoters to this end.</p> <p>Protected Environmental / Ecological Species and Designations</p> <p>Hawkeswood Ecology carried out a Preliminary Ecological Assessment (PEA) on behalf of the site promoter. The assessment identified agriculturally improved grassland which is heavily grazed, woodland and hedgerows within the site boundary. A small section of the site is designated as a SINC (Llety Brongu), relating to areas of woodland on the southern and eastern sections of the site. It is bounded to the south and east by a river and a tributary stream. The grazed pasture has little biodiversity value, however the woodland and hedgerows contain mature trees that may support features suitable for roosting bats. In addition, they are also suitable habitat for dormice which has been recorded approximately two miles from the site. The riverside woodlands and hedgerows represent UK Biodiversity action Plan Priority Habitats, and although the woodlands are not designated as ancient, they support a tree and ground flora that suggests they are of some age. The hedgerows are relict and consist of rows of trees and mature shrubs.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>The masterplan for the site confines development to the agriculturally improved grassland areas of which is considered to be of low biodiversity significance. The grasslands are heavily grazed by sheep and do not offer a significant biodiversity benefit. The high biodiversity wooded areas and mature trees in the relict hedgerows will be retained with the provision of close boarded fencing in addition to an appropriate buffer zone to prevent dumping of garden waste or other domestic rubbish. However, these will be required to be protected during construction. Given the viable network of woodland and hedgerows connecting the site to other localities and the suitability of habitat on site the presence of commuting dormouse cannot be ruled out. There is also potential for the site to support both breeding and foraging bats. Direct impacts on both the wooded habitats and protected species will be limited. However, there is potential for indirect impacts and further survey is required to properly assess the impacts of the development on both habitats and protected species in addition to invasive species. Integral bat and bird boxes are recommended for use in the new construction. The locations of bat and bird mitigation will be such that they are not vulnerable to attack from cats.</p> <p>The existing PRow that runs through the site from Bridgend to a level rail crossing in the north-east corner of the site will be diverted but retained and integrated into the design of the</p>	

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			<p>development through wet grassland. However, this will need further habitat assessment at a more appropriate time of year when the majority of grassland flowers are visible.</p> <p>Utilities</p> <p>Water and Waste Water – WwTW Provision and Improvements</p> <p>Dŵr Cymru Welsh Water indicate that Llety Brongu WwTW has sufficient capacity to accommodate the site.</p> <p>Water and Waste Water – Foul Network / Public Sewerage</p> <p>There should be no issue with the public sewerage network accommodating the foul-only flows this LDP allocation.</p> <p>Water and Waste Water – Water Supply</p> <p>Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.</p> <p>Water and Waste Water – Easements and Diversions (to protect assets crossing the site)</p> <p>A 150mm foul sewer is located in the adjacent road to the west of the site.</p> <p>Electricity Provision</p> <p>No electricity provision difficulties/constraints have been identified.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Gas Supply No gas supply provision difficulties/constraints have been identified.</p> <p>Telecommunications No telecommunications provision difficulties/constraints have been identified.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology There are not considered to be heritage constraints present. The site is not located within a Conservation Area and there are no listed buildings on the site or within the site's setting.</p> <p>In Historic Landscapes terms, the locality is considered an important industrial communications/settlement corridor, including the Bridgend Road and the railway. The old tramway on the site is part of the original Dyffryn Llynfi and Porthcawl Railway Company's 1825 tramroad to the coast. However, there are not considered to be any heritage constraints on the site that would prevent development.</p> <p>Contamination/Remediation A Geotechnical & Geo-environmental Desk Study has been carried out on site by Terrafirma which confirms the site's suitability for development. The site is greenfield and has been largely unoccupied throughout history, save for a</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>small portion of the site that was crossed by a tramway. The study does not find any abnormal conditions that would prevent development coming forward. In summary:</p> <p>Geology - The site is primarily underlain by sandstone.</p> <p>Mining - the site is not considered to be at risk by past underground coal mining and there are no known recorded coal mine entries within the site or within 20m of the site.</p> <p>Radon gas – no radon protection will be required for new development.</p> <p>Landfill gas and ground gas – low to moderate risk.</p> <p>Contamination – low risk, no anticipated source of contamination save for tramway on part of the site.</p> <p>Anticipated foundation solution – concrete strip and trench fill should be suitable.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access</p> <p>Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Education</p> <p>The development will meet the needs for the additional school places it generates through planning contributions. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Section 106 in accordance with the Education Facilities and Residential Development SPG.</p> <p>Affordable Housing The development must provide 15% affordable housing provision in accordance with policy COM3.</p> <p>Open Space Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements • Refer to Replacement Local Development Plan Examination Library</p>	
49	COM1(3)	Inserted	<p>COM1(3): Land South of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area 2.09 ha Strategic Mixed-use Sustainable Urban Extension 102 residential units 15 Affordable units 2018-2022: 0 units 2023-2027: 65 units 2028-2033: 37 units</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Site Description</p> <p>The site consists of a number of co-joined fields, which are bounded by a railway line to the East, further agricultural land to the south, Ysgol Gwyfyn Gymraeg Llangynwyd to the West (and A063 which abuts the western boundary of this specific site). It is a partially brownfield site and previously accommodated a petrol filling station, which has since been de-commissioned. The site is bisected by the A48. It is allocated for a residential led development. This site will form part of an overall wider strategic opportunity as one of three inter-connected sites within Pont Rhyd-y-cyff.</p> <p>Key Site Issues and Constraints</p> <p>Highways and Transport</p> <p>Active Travel Improvements</p> <p>The development site will be permeable to pedestrian and cyclist movement with 2m footways leading into the site, connecting with the existing pedestrian infrastructure along Bridgend Road. The development proposes to make improvements to the surface of the footways along the site frontage, making walking a more attractive route for residents and visitors to the site and improving connectivity to the wider area. It is also proposed to locate a pedestrian refuge island approximately 50m to the south of the proposed site access. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>accord with the proposed routes within the Council's ATNM: INM-MA-34.</p> <p>New Access Roads It is intended that the existing access which previously served the site's former use will be reinstated and improved to provide a simple priority junction with Bridgend Road.</p> <p>The proposed site access will be designed to accommodate emergency service vehicles as well as an 11.2m refuse collection vehicle.</p> <p>Transport Assessment A collective Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has undertaken an analysis of the potential traffic impact on Junction 36 of the M4 in relation to the development of the three proposed allocations (COM1(2): Land South East of Pont Rhyd y Cyff, COM1(3): Land South of Pont Rhyd y Cyff & COM1(4): Land South West of Pont Rhyd y Cyff) in Pont Rhyd y Cyff. The three allocations would have a high degree of their forecast trip generation accessing local land uses and facilities, particularly associated with the localities and wide range of facilities associated with the settlements of Maesteg (the County Boroughs second largest settlement) and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecast trip generation accessing Junction 36</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>of the M4. The traffic impact of each site in Pont Rhyd y Cyff individually is negligible as detailed in the relevant Transport Assessments for each site. Additionally, the cumulative impact of all three sites as forecast is marginal having no material impact upon the operational capacity of M4 Junction 36.</p> <p>An individual TA of the site has also been undertaken by Asbri Transport. This TA has demonstrated that there is no existing highway safety pattern or problem within the vicinity of the site which could be exacerbated by the proposed development. It has also demonstrated that sufficient multi-modal access can be achieved via an established and proposed network of active travel routes and existing public transport services within the vicinity of the site and that these provide access to various local facilities and amenities within the immediate vicinity of the site. It should also be noted that these local facilities and amenities will be supplemented by the commercial uses proposed as part of the development. The local highway network within the vicinity of the site also has sufficient spare capacity to accommodate the development within the peak periods with the addition of development traffic having an immaterial impact on the operation of the surrounding arterial junctions. It is therefore considered that there are no material reasons from a highway and transportation perspective why the site should not be included as an allocated site.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Flood Risk</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows that the majority of the site is located outside of any flood zone and at low or no risk of flooding.</p> <p>Land Ownership</p> <p>All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development (including COM1(2): Land South East of Pont Rhyd-y-cyff & COM1(4): Land South West of Pont Rhyd-y-cyff). A Statement of Common Ground has been signed between all three site promoters to this end.</p> <p>Protected Environmental / Ecological Species and Designations</p> <p>An ecological appraisal of the site has been undertaken by I&G Ecological Consulting. The combination of desk and field surveys undertaken at the proposed development site identified that the majority of the area within the planning site boundary has negligible ecological value (brownfield). However, the scrub and trees have higher ecological interest, supporting a more diverse range of species and are likely to provide nesting opportunities for birds,</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>cover for small mammals and invertebrates and flight lines for bats.</p> <p>The boundary hedgerows and trees should be retained, with a fringing vegetation of scrub to provide connectivity to adjacent habitats, including the two adjacent SINC sites to the north.</p> <p>Loss of scrub habitat and trees should be mitigated for by suitable new planting, detailed in the landscape scheme and approved by the LA ecologist. Any new planting should be with trees and shrubs of local provenance and should seek to replicate the species mix present in the existing hedgerow. Landscaping should include berry bearing species such as guelder rose, rowan and purging/alder buckthorn, which will also attract brimstone butterfly.</p> <p>Protection of remaining scrub and trees is recommended; the use of Root Protection Zones and appropriate working methodology as well as proximity of development boundary must be considered.</p> <p>Birds All nesting birds are protected under Section 1 of the Wildlife and Countryside Act of 1981. Therefore, vegetation clearance should be planned outside the nesting bird season.</p> <p>Bats</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>The boundary scrub and tree-lines will act as flight lines for bats and any dark corridors should be maintained as such. An appropriate lighting plan in relation to bats will take such habitat into consideration. Any mature trees which require felling or management in order to accommodate the development will be subject to inspection and assessment for suitability for use by bats, by a licenced bat surveyor following current guidelines (Bat Conservation Trust).</p> <p>Dormice The areas of dense bramble scrub provide suitable habitat for dormice, however, there are no records for dormouse in the area. A precautionary approach to site clearance should be taken. Enhancement opportunities may exist within the development layout which will improve the integrity and species diversity of the remaining scrub and woodland belts, and seek to increase connectivity to any adjacent suitable habitat.</p> <p>Reptiles & Amphibians A method statement and mitigation plan should be prepared in order to protect reptiles and amphibians during site clearance and construction.</p> <p>Invasive Non-native species A single Buddleia plant is located within tipped material fronting the concrete apron at the NW corner. No evidence of Himalayan balsam or Japanese knotweed were observed. Materials brought into</p>	

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			<p>the site should be clean and free from INNS.</p> <p>Utilities</p> <p>Water and Waste Water – WwTW Provision and Improvements</p> <p>Dŵr Cymru Welsh Water indicate that Llety Brongu WwTW has sufficient capacity to accommodate the site.</p> <p>Water and Waste Water – Foul Network / Public Sewerage</p> <p>There should be no issue with the public sewerage network accommodating the foul-only flows this LDP allocation.</p> <p>Water and Waste Water – Water Supply</p> <p>Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.</p> <p>Water and Waste Water – Easements and Diversions (to protect assets crossing the site)</p> <p>A 225mm foul sewer is located on the adjacent road to north.</p> <p>Electricity Provision</p> <p>No electrical provision difficulties/constraints have been identified.</p> <p>Gas Supply</p> <p>No gas supply provision difficulties/constraints have been</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>identified. Wales & West Utilities that the nearest main with sufficient capacity is located 12m from the site boundary and is located to the east of the site. This is a 180mm PE Low Pressure Main.</p> <p>Telecommunications No telecommunications provision difficulties/constraints have been identified.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No listed buildings or scheduled ancient monuments on the site or that would be impacted by any development on the site.</p> <p>Contamination/Remediation The site was previously a petrol filling station and decommissioning works were undertaken in 2010 to remove a tank, inceptor and associated pipework. A series of ground investigations were undertaken to inform the ground conditions on the site. These reports confirm that there is no contamination on the site which would be of concern to human health.</p> <p>Monitoring wells were also decommissioned at the time of the reports by over drilling and backfilling with gravel and injected bentonite grout and reinstatement of surfacing. The conclusions of the report state that the works had been taken out and that there was</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>reduced likelihood of former groundwater monitoring wells.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Education The development will meet the needs for the additional school places it generates through planning contributions. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.</p> <p>Affordable Housing The development must provide 15% affordable housing provision in accordance with policy COM3.</p> <p>Open Space Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Utilities</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements</p> <ul style="list-style-type: none"> • Refer to Replacement Local Development Plan Examination Library 	
54	COM1(4)	Inserted	<p>COM1(4):</p> <p>Land South West of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area</p> <p>7.33 ha</p> <p>Strategic Mixed-use Sustainable Urban Extension</p> <p>130 residential units</p> <p>20 Affordable units</p> <p>2018-2022: 0 units 2023-2027: 130 units 2028-2033: 0 units</p> <p>Site Description</p> <p>The site consists of a number of co-joined fields, which are bounded by the A4063 to the east, further agricultural land and Ysgol Gwyfyn Gymraeg Llangynwyd, to the south and a farm to the west. The northern boundary is bounded by the Llangynwyd settlement boundary. This site will form part of an overall wider strategic opportunity as one of three inter-connected sites within Pont Rhyd-y-cyff.</p> <p>Key Site Issues and Constraints</p> <p>Highways and Transport</p> <p>Active Travel Improvements</p>	<p>To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage</p>

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>The development site will be permeable to pedestrian and cyclist movement with 2m footways leading into the site, connecting with the existing pedestrian infrastructure along Bridgend Road. In addition, the existing PRow route within the site will be upgraded and surfaced to accommodate walking and cycling movements that will provide a dedicated walking and cycling connections with footways along Bridgend Road. The development proposes to make improvements to the surface of the footways along the site frontage, making walking a more attractive route for residents and visitors to the site and improving connectivity to the wider area. It is also proposed to locate a pedestrian refuge island approximately 50m to the north of the proposed site access. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-34.</p> <p>New Access Roads</p> <p>It is intended that a priority junction with a ghost island right turn lane will be introduced to serve the proposed residential development.</p> <p>The junction has been designed to ensure consistency of access with the surrounding environment. It has also been positioned to allow for visibility splays of 2.4 x 120 metres to be achieved in line with a 40mph design speed and to ensure that 120m forward visibility</p>	

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			<p>can be achieved from both directions.</p> <p>The proposed site access has been designed to accommodate emergency service vehicles as well as an 11.2m refuse collection vehicle.</p> <p>Transport Assessment</p> <p>A collective Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has undertaken an analysis of the potential traffic impact on Junction 36 of the M4 in relation to the development of the three proposed allocations (COM1(2): Land South East of Pont Rhyd y Cyff, COM1(3): Land South of Pont Rhyd y Cyff & COM1(4): Land South West of Pont Rhyd y Cyff) in Pont Rhyd y Cyff. The three allocations would have a high degree of their forecast trip generation accessing local land uses and facilities, particularly associated with the localities and wide range of facilities associated with the settlements of Maesteg (the County Boroughs second largest settlement) and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecast trip generation accessing Junction 36 of the M4. The traffic impact of each site in Pont Rhyd y Cyff individually is negligible as detailed in the relevant Transport Assessments for each site. Additionally, the cumulative impact of all three sites as forecast is marginal having no material impact upon the operational capacity of M4 Junction 36.</p>	

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			<p>An individual TA of the site has also been undertaken by Asbri Transport. The TA has demonstrated that there is no existing highway safety pattern or problem within the vicinity of the site which could be exacerbated by the proposed development. Moreover, it has also demonstrated that sufficient multi-modal access can be achieved via an established and proposed network of active travel routes and existing public transport services within the vicinity of the site and that these provide access to various local facilities and amenities within the immediate vicinity of the site. The local highway network within the vicinity of the site also has sufficient spare capacity to accommodate the development within the peak periods with the addition of development traffic having an immaterial impact on the operation of the surrounding arterial junctions.</p> <p>Flood Risk</p> <p>A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows that the majority of the site is located outside of any flood zone and at low or no risk of flooding.</p> <p>Land Ownership</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development (including COM1(2): Land South East of Pont Rhyd-y-cyff & COM1(3): Land South of Pont Rhyd-y-cyff). A Statement of Common Ground has been signed between all three site promoters to this end.</p> <p>Protected Environmental / Ecological Species and Designations</p> <p>I&G Ecology attended the site to undertake a phase 1 habitat survey. The combination of desk and field surveys undertaken at the site identified that the majority of the area within the planning site boundary has high ecological value. The majority of the site is notified as a SINC, and the size and range of habitats and their linkage to other SINC's and habitats in the borough, provides corridors for dispersal and will support a more diverse range of species, provide nesting opportunities for birds, cover for mammals, reptiles, amphibians and invertebrates and flight lines for bats. No signs of European protected species were observed.</p> <p>Significant consideration of the SINC has been undertaken by the site promoter. The ecological survey identified:</p> <p>Large areas of marshy grassland 'are of moderate quality and the lack of appropriate management is leading to succession to willow and birch scrub';</p> <p>Trees and hedgerows that line the to the west and south west</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>possess the greatest value, whereas the intensively managed hedgerow to the north – loss or damage to this habitat would be severe. The east is considered to be of lesser value;</p> <p>The broadleaf woodland and stream corridors are of high ecological interest and should be retained for connectivity; and</p> <p>Two blocks of poor semi-improved grassland are of low ecological interest.</p> <p>Recommendations from the ecological appraisal suggest the following:</p> <p>In the absence of appropriate management the marshy grassland is declining in quality, and the low grazing pressure is leading to its succession to wet woodland. Loss of the habitat cannot be mitigated for on site. Should the site be developed then it is recommended that the drainage ditches be retained to provide habitat connectivity. Their incorporation into an appropriate SuDS scheme for the site, together with ponded areas would provide partial mitigation;</p> <p>The western hedgerow and trees should be retained in their entirety with an appropriate offset from the development boundary. Protection of trees and hedgerows through the use of Root Protection Zones and appropriate working methodology as well as proximity of development boundary must be considered;</p> <p>The broadleaf woodland and streamside corridors should be retained in their entirety, with an appropriate offset from any development boundaries to</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>protect both the root zones and any polluting run-off from the development during both the construction and occupation phases; and</p> <p>Bat and dormouse boxes should be provided throughout the development.</p> <p>Whilst there is a local ecological designation present on site in the form of a SINC, the information and detail captured from the survey work has fed into the development of the masterplan from the outset to create a scheme that minimises adverse environmental impacts on habitats and species. The supporting masterplan illustrate how the scheme will carefully conserve areas of higher biodiversity value, with development restricted to areas of lower biodiversity value in addition to a number of enhancements provided on site. As such, the adoption of a green infrastructure-led approach will be key to the development of the sites to integrate successfully with the existing environment whilst seeking to promote ecological resilience and achieve biodiversity net benefit.</p> <p>Utilities</p> <p>Water and Waste Water – WwTW Provision and Improvements</p> <p>Dŵr Cymru Welsh Water indicate that Llety Brongu WwTW has sufficient capacity to accommodate the site.</p> <p>Water and Waste Water – Foul Network / Public Sewerage</p> <p>There should be no issue with the public sewerage network</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>accommodating the foul-only flows this LDP allocation.</p> <p>Water and Waste Water – Water Supply Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.</p> <p>Water and Waste Water – Easements and Diversions (to protect assets crossing the site) There is a 150mm foul sewer, 225mm foul sewer, 225mm combined sewer and 375mm storm overflow traversing site.</p> <p>Electricity Provision No electrical provision difficulties/constraints have been identified.</p> <p>Gas Supply No gas supply provision difficulties/constraints have been identified.</p> <p>Telecommunications No telecommunications provision difficulties/constraints have been identified.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Archaeology</p> <p>Glamorgan Gwent Archaeological Trust's (GGAT) Historic Environment Record identifies an early 19th railway; Listed Building adjacent. Whilst this would not preclude development, the future planning application may need to provide mitigation measures.</p> <p>An Archaeology and Heritage Assessment has been undertaken by EDP. The principal and overriding conclusion of this report is that there are no archaeological or heritage reasons why this site area should not be allocated for residential development. The site does not contain any designated historic assets and so hence its development is not constrained in that respect. Together, a desk study and site visit have shown that only one designated historic asset might be 'indirectly' affected by the development of the site in terms of the contribution its setting makes to its significance.</p> <p>This is the Grade II listed T'yn-y-Waun farmhouse which is located just to the west of the site's western boundary. It is concluded that this 17th/18th century farmhouse derives no more than a small amount of its significance from its relationship with the site and that, as a result, development of the site would have no more than a small impact on that significance. This evaluation will need to take place at the planning application stage and for the time being this impact does not preclude development at the site or necessarily limit its capacity in that respect (i.e., in terms of extent, layout, location of</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>open space and the reinforcement of the trees and scrub along the western boundary with new landscape planting).</p> <p>The remainder of the designated historic assets within the surroundings of the site would not be adversely affected by its residential development. The site contains two GGAT HER entries [06517m, 07947m], both of which relate to the same curving alignment of former railway line in the east of the site and still preserved as a substantial earthwork.</p> <p>There is no suggestion that the presence of the former railway line, which is quite difficult to discern at the north-east end adjacent to the road, but then becomes more obvious as a cutting proceeding to the south-west; would either preclude or constraint the residential development of the site and instead it is considered more reasonable to conclude that an appropriately sensitive and responsive development could in fact enhance the condition of the former railway through improved management.</p> <p>There is no reason to believe or expect that known or unknown archaeology represents a constraint to either the deliverability or capacity of the site to accommodate residential development.</p> <p>Contamination/Remediation The site is a greenfield site and as such, is not considered to be at</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>risk of land contamination. The site has been only previously used for agricultural purposes which is not considered to cause ground contamination.</p> <p>Therefore, the site is not considered to be contaminated, although a definitive assessment will follow in the subsequent planning application.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Education The development will meet the needs for the additional school places it generates through planning contributions. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.</p> <p>Affordable Housing The development must provide 15% affordable housing provision in accordance with policy COM3.</p> <p>Open Space Green Infrastructure and Outdoor Recreation Facilities to be</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements</p> <ul style="list-style-type: none"> • Refer to Replacement Local Development Plan Examination Library 	
60	ENT1(1)	Inserted	<p>ENT1(1): Brocastle, Waterton, Bridgend 20.4 ha Strategic Employment Site B1,B2,B8</p> <p>Already Delivered August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 20.4ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0ha</p> <p>Site Description The site is located immediately adjacent to Bridgend’s focussed area of growth, closely linked to the Waterton Industrial Estate and south of the Former Ford Site. There is an opportunity for synergy with re-development of the Former Ford Site and further integration with Parc Afon Ewenni, which is also located within</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government’s recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>relatively close proximity and represents the County Borough's most significant mixed-use development and brownfield regeneration</p> <p>Opportunity. The site is almost entirely undeveloped, measuring 46 ha in total, although the topography limits the developable area to 20.4ha. The site benefits from existing outline planning permission for the development of up to 71,441sq.m of B1, B2 and B8 employment floorspace, including access, car parking, diversion of public rights of way, site remediation, drainage, landscaping and associated engineering operations. (Ref: P/16/549/OUT).</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary</p> <p>This greenfield site, owned by Welsh Government, is actively being promoted as a scheme for 71,000 sq m of employment space. Pre-commencement works have been undertaken to enable the site to come forward for development early within the plan period, and several rows of future development terraces have been laid out, reflecting the site's topography. The Economic Evidence Base Study (2019) concluded that Brocastle is expected to be the Borough's main inward investment site, supported by the Welsh Government, and it presents a good new employment development opportunity, either as a pre-let, pre-sale or as a speculative development</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>proposition. This site will be attractive to industrial occupiers, due to its proximity to established industrial areas and road access to the motorway. Indeed, it is understood that several informal approaches have already been made and discussions are ongoing.</p> <p>Highways and Transport</p> <p>Active Travel</p> <p>The proposed development at Brocastle will make several positive contributions towards the local pedestrian and cycle network. Within the site the public rights of way are to be retained, although footpath 19 is to be diverted. Its entry to the site from the A48 is repositioned in order for it to be situated in close proximity to the existing bus stop. All footpaths will have designated crossing points where they meet the highway. For pedestrians a 2m width pathway is provided on either side of all internal highways. The development will commit to upgrading the existing bus stops on the A48 adjacent to the site.</p> <p>New Access Roads</p> <p>Vehicle access for Brocastle is gained off the A48, approximately 4km from Junction 35 of the M4 motorway. A new road access (roundabout) with realignment of the A48 is now in place.</p> <p>Transport Assessment</p> <p>As part of planning application P/16/549/OUT, a submitted transport assessment undertaken by Ove Arup & Partners Ltd looked at the effect that the proposed</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>development at Brocastle will have on the local highway network. This included carrying out capacity assessment at each of the junctions within the assessed network to determine whether the additional traffic generated by the development and other committed developments can be accommodated. The transport assessment concluded that the proposed development at the Brocastle site does not significantly affect the performance of the local highway network.</p> <p>Flood Risk A small section to the north of the site along Brocastle Brook is within the floodplain. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.</p> <p>Land Ownership This site is owned by Welsh Government.</p> <p>Protected Environmental / Ecological Species and Designations As part of outline planning application P/16/549/OUT, Ove Arup & Partners Ltd carried out an ecological assessment of the site. The proposed development has the potential to affect ecological receptors both within the site and around its boundary during construction and operation. To support the application, a range of ecological surveys were undertaken, including habitats,</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>hedgerow and tree surveys. Further species-specific surveys were undertaken for reptiles, birds, dormice, otters, water voles and bats.</p> <p>A number of hedgerows at the site are classed as 'Important' under the Hedgerow Regulations 1997 in terms of species diversity. The species-specific surveys confirmed that the site is used by a typical assemblage of breeding birds. Field signs of badger were recorded, though no setts were found. No water voles were recorded during surveys. Dormice were recorded, albeit at low levels, with the data suggesting a single dispersing animal. Whilst no bat roosts have been confirmed within the site, field survey results suggest a roost of pipistrelle bats is present nearby, several trees and buildings have potential to support roosts and the site is used by a range of foraging bats. On this basis, it is assumed the site is of local value for bats (with the exception of the lesser horseshoe bats associated with Coedymwstwr Woodlands SSSI, which are by definition part of nationally important site).</p> <p>Development of the masterplan has aimed to maintain the ecological value of the application site, where possible and to provide enhancement of that value through various measures, including habitat retention, notably hedgerows, wooded areas and stream corridors. New habitats would be created including extensive new hedgerow planting, provision of grassland areas, attenuation ponds and an</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>extensive ecological enhancement zone along Brocastle Brook. Additional native planting would be undertaken throughout the site and invasive alien plants would be eradicated.</p> <p>Good practice mitigation measures would also be employed during construction to minimise impacts to habitats and species, including pollution prevention control, sensitive lighting design and careful site preparation. In addition, operational phase lighting should be designed to avoid impacts to bats (notably lesser horseshoes) in the vicinity of the ecological enhancement area. This would ensure the dark corridor within the enhancement area is maintained in the operational phase for bat species and other wildlife.</p> <p>Overall, the proposed development is not predicted to have a significant negative impact on ecology and the mitigation and enhancement measures would provide local benefits for wildlife in the operational phase.</p> <p>Utilities</p> <p>Water and Waste Water</p> <p>Records received from DCWW show no existing infrastructure within the site boundary. DCWW trunk mains exists along the south-western boundary of the site in the form of 90mm and 315mm pipes. The mains divert to supply the Brocastle Manor along the access road from the roundabout which will service the proposed future development.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>DCWW confirmed that a water supply can be made available to service the proposed development. DCWW propose that a connection can be made to the site from the 315mm diameter water main in the A48 bypass road location.</p> <p>Electricity Provision National Grid and Western Power Distribution (WPD) both have power infrastructure located either near or within the site boundary. National Grid plant records illustrate a high voltage (HV) 11kV overhead cables exist within the site boundary and dissects the north-west corner of the site. National Grid have confirmed that they have no objections to the proposal as the development is located away from the overhead line.</p> <p>WPD plant records illustrate a high voltage (HV) 11kV overhead cable exists within the site boundary and dissects the southern section of the site. The HV cable enters the site near the derelict Plas Newydd house and exists the site near the Brocastle Manor Care Home. An overhead low voltage (LV) cable spur connects the Oernant/Paddocks properties. LV cables exists adjacent to the site within the A48 and the entrance to the Care home. An LV underground cable connects to the existing Pumping station to the north-west of the site.</p> <p>WPD has also confirmed that there is sufficient capacity to serve</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>the development at the time of the response. This was based on an estimated load demand which assumed gas heating. WPD would need to divert the existing overhead lines within the site boundary. WPD proposed to supply the development with a new supply (2x 185 EPR 11kV cables) that is connected at the Bridgend Industrial Estate and a location to the west of the former Ford factory. WPD estimate that two substations will be required to service the proposed development. WPD recommends early engagement with Network Rail to minimise potential delays in agreeing the service crossing along the A48.</p> <p>Gas Supply</p> <p>Wales & West Utilities (WWU) plant records illustrate that no existing WWU gas infrastructure is located within or adjacent to the site.</p> <p>WWU has confirmed that there is sufficient capacity to serve the development. WWU confirmed that the nearest main with sufficient capacity is 703m from the boundary. WWU confirmed that the connection is to a 90mm Intermediate Pressure main; located to the northwest of the site.</p> <p>Telecommunications</p> <p>British Telecom (BT) plant records show underground network running along the A48 road outside of the southern site boundary. A small spur connects to The Oernant/Paddocks properties from the A48. BT</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>infrastructure runs along the access road into Brocastle Manor.</p> <p>No abnormal costs are envisaged in providing services to the site. It is likely that the proposed connection location will be provided from either the A48 or the roundabout at the entrance of the proposed site.</p> <p>Further contact will be necessary with the communication providers with regard to high-speed communication services and to determine more details.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology As part of outline planning application P/16/549/OUT, Ove Arup & Partners Ltd carried out a cultural heritage assessment of the site, of which found that no designated cultural heritage features lie within the site. However, a number of the hedgerow's quality as 'Important' with regard to the archaeological and historical criteria of the Hedgerow Regulations 1997. The setting assessment of the ES concluded that there would be no change to the setting of historic assets at Corntown, Treoes and Brocastle. Similarly, there would be no change to the setting of Scheduled Monuments at Ewenny Priory and the Corntown Causewayed Enclosure.</p> <p>Overall, the proposed development would result in a</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>slight adverse effect to the historic landscape through the removal of short sections of the historic hedgerows and demolition of the non-designated and recent buildings within the site. However, retaining the majority of the historic hedgerows within the site would serve to preserve the significance of these features as part of the local grain of the historic landscape. On completion, there would be no direct operational effects to cultural heritage from the proposed development. No mitigation or enhancement measures have been identified for cultural heritage for the operational phase of the development.</p> <p>Contamination/Remediation</p> <p>As part of outline planning application P/16/549/OUT, Ove Arup & Partners Ltd carried out an investigation into ground conditions at the site. The Brocastle site is directly underlain by limestone bedrock with some superficial deposits present on site extremities such as alluvial clays and silts along Brocastle Brook and its tributaries, and head deposits of stony clay in the south-east corner of the site. The limestones and alluvial deposits comprise permeable layers capable of supporting local water supplies and which may form base flow to rivers. These water resources have been classed by the regulators as Secondary A aquifers, however no private water supplies or water abstraction points are present within the site or its vicinity.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Historically, the site has not been developed or used for other purposes than farms and agricultural land. This land use has resulted in the presence of localised areas of made ground associated with sheds, infilling of ponds or disposal of agricultural waste. These areas may constitute potential sources of contamination, which may pose minor to moderate risks to human health or water environment. These risks would be mitigated by undertaking targeted ground investigations and risk assessments allowing to identify appropriate remedial measures implemented as part of the detailed design, Health and Safety measures and Construction Environmental Management Plan (CEMP).</p> <p>The site is underlined by limestone and therefore there is a potential for naturally occurring cavities. Development of the site has the potential to focus the release of water to the ground, particularly in areas around surface water and water supply infrastructure. Direct releases into limestone areas may result in a major significance of impact on ground stability. Future targeted ground investigations at the detailed design stage will enable risks to be assessed and appropriate mitigation measures to be incorporated into the scheme, particularly with respect to site drainage systems and building foundations. Such measures that could be used to mitigate this risks include void grouting or piled foundations sleeved through voids.</p>	

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			<p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	
66	ENT1(2)	Inserted	<p>ENT1(2): Pencoed Technology Park 5.4 ha Strategic Employment Site B1,B2,B8 Already Delivered August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 5.4ha Long 28/29 – 32/33: 0ha</p> <p>Site Description The site straddles the eastern administrative boundary of Bridgend and Rhondda Cynon Taf. The site is located next to Junction 35 of the M4 east of</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Bridgend, with good proximity to public transport facilities, particularly at Pencoed Railway Station. A total of 5.4ha of employment land currently remain at the Technology Park, representing a highly attractive proposition for development.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary</p> <p>The Economic Evidence Base Study (2019) considered this allocation to be the most attractive employment site in the borough, particularly for out of centre office occupiers and technology firms, given the existing neighbouring uses and motorway access. The site will also be attractive to industrial occupiers and research and development firms, due to its proximity to junction 35 of the M4. The existing building (Pencoed Technology Park) may require subdivision depending on the occupier(s) in the event that the existing configuration is not attractive to a single occupier. The attractiveness of this location to occupiers and developers is further reinforced by the technology park immediately to the south and Bocam Park immediately to the south of the motorway junction. It is expected that this site will enable a further range of technology-based uses to come forward within the plan period.</p> <p>Highways and Transport</p> <p>A Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Flood Risk The site is bounded to the south east by Ewenni Fach, giving rise to potential water quality impacts from development. As such, an assessment of water quality impacts should be undertaken.</p> <p>Air Quality An Air Quality Assessment will be required to be undertaken to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p>Land Ownership This site is owned by Welsh Government.</p> <p>Protected Environmental / Ecological Species and Designations No known issues/constraints.</p> <p>Utilities No known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology A Heritage Assessment will be required to be undertaken in order to identify the heritage assets that may be affected by future development.</p> <p>Contamination/Remediation No known issues/constraints.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	
68	ENT1(3)	Inserted	<p>ENT1(3): Brackla Industrial Estate, Bridgend Sustainable Growth Area 7.7 ha Employment Site B1,B2,B8 Already Delivered August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 3.85ha Long 28/29 – 32/33: 3.85ha</p> <p>Site Description Brackla Industrial Estate lies to the north of Bridgend Industrial Estate, east of the town centre. It is a large, established industrial estate, accommodating a number</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>of moderate to large sized industrial units just 1 km south of J36 M4. There are a viable mix of significant units, more modest units and a minor quantum of non-industrial units, such as gym operators. The key operator is Talis Group who manufacture equipment for the water industry. Other occupiers include companies serving the local market, workshop, distribution and a number of metal manufacturing firms.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary</p> <p>Brackla Industrial Estate is situated within a well-established industrial location. The remaining parcels are actively being marketed, including land at Brackla West and land fronting the Coity Bypass. Ultimately, the remaining undeveloped land is situated on a large, well-established industrial estate, adjoining another well-established estate (Litchard) and located just 1 km south of J36 M4. This is a highly attractive and proven employment location base and further employment development is likely to come forward on a speculative basis over the plan period. The remaining parcels will be attractive to occupiers on a leasehold basis or equally for purchase by owner-occupiers. The estate provides a range of size and quality of units therefore they remain in demand.</p> <p>This estate has excellent access to the M4, and the land which is available for employment is of</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>regular shape, unconstrained and in public ownership. The Economic Evidence Base Study (2019) considered this site to represent a good location to accommodate employment floorspace need over the plan period.</p> <p>Highways and Transport No known issues/constraints.</p> <p>Flood Risk Site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations The site includes Ancient Woodland and TPO, Important Trees or Hedgerows. As such, an Arboricultural/Ecological Assessment will be required in order to provide sufficient mitigation.</p> <p>Utilities Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The north eastern parcel is crossed by a 150mm combined sewer for which protection measures will be required in the form of an easement or diversion. Central parcel is crossed by a</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>150mm combined sewer and 6" foul sewer for which protection measures will be required in the form of easement widths or diversions. This may restrict what can be delivered.</p> <p>No additional known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p> <p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
70	ENT1(4)	Inserted	<p>ENT1(4): Bridgend Industrial Estate, Bridgend Sustainable Growth Area</p> <p>9.2 ha</p> <p>Employment Site</p> <p>B1,B2,B8</p> <p>Already Delivered</p> <p>August 2018: 2.36ha</p> <p>August 2019: 0ha</p> <p>August 2020: 0ha</p> <p>August 2021: 0ha</p> <p>Short 18/19 – 22/23: 2.36ha</p> <p>Medium 23/24 – 27/28: 3.42ha</p> <p>Long 28/29 – 32/33: 3.42ha</p> <p>Site Description</p> <p>Bridgend Industrial Estate is located to the south of the town centre with good access to junction 35 of the M4. The estate is the largest industrial estate in the borough and includes a number of medium and small-sized warehouses and workshops as well large key occupiers. Part of the site comprises the former Sony television factory. Larger occupiers on the estate include Reflex (manufacturing) who occupy a 39,000 sq ft unit, Clarke Transport (logistics) who occupy a 37,000 sq ft unit and Trampires (animation) who occupy a 23,700 sq ft unit. The estate has also seen some non-industrial users taking space, especially gym operators. The site has been extensively and successfully developed for a variety of businesses, ranging from small local firms to large multi-nationals. The available land is distributed on a number of plots across the estate.</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p data-bbox="619 275 1078 309">Key Site Issues and Constraints</p> <p data-bbox="619 365 916 398">Market Commentary</p> <p data-bbox="619 409 1107 1249">Bridgend Industrial Estate is the borough's largest industrial area, long established with a range of size and type of units. Given the prevalence of existing occupiers, the locality's well-established track record of supporting employment uses and the excellent motorway access, this industrial opportunity remains highly attractive to occupiers. The scale and nature of remaining plots are expected to come forward on a speculative basis over the plan period and will attract occupiers on a leasehold basis or be sold to an owner-occupier. The Economic Evidence Base Study (2019) reaffirmed that the estate remains popular and highlighted that there is evidence of occupiers taking multiple units on the estate.</p> <p data-bbox="619 1305 1107 1485">The estate has a number of relatively small parcels of available land, that are expected to be taken up over the Plan period.</p> <p data-bbox="619 1541 975 1574">Highways and Transport</p> <p data-bbox="619 1585 1107 1955">The site is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p data-bbox="619 2011 772 2045">Air Quality</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p>Flood Risk No known issues/constraints.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations No known issues/constraints.</p> <p>Utilities Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. A number of these vacant parcels have crossings for which protection measures will be required in the form of easement widths or diversions. This may restrict what can be delivered.</p> <p>No additional known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology The site includes the Royal Ordnance Factory Bridgend Dual storey Pillbox Scheduled Monument. As such a Heritage Assessment will be required to be</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>undertaken in order to provide sufficient mitigation.</p> <p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	
72	ENT1(5)	Inserted	<p>ENT1(5): Coychurch Yard, Bridgend Sustainable Growth Area</p> <p>Site Allocation Name / Ref</p> <p>Available Land (ha)</p> <p>Allocation Type (Housing, Employment, Mixed Use)</p> <p>Uses</p> <p>Availability</p> <p>ENT1(5): Coychurch Yard, Bridgend Sustainable Growth Area</p> <p>0.1 ha</p> <p>Employment Site</p> <p>B1,B2,B8</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Already Delivered August 2018: 0.12ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0.1ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0ha</p> <p>Site Description This is a smaller, yet viable employment area adjoining Bridgend Industrial Estate and close to Bridgend town centre. A minor area is available for future employment use.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary This small industrial estate already provides a mix and range of small units. The estate is well occupied and attracts a range of occupiers. The Economic Evidence Base Study (2019) concluded that the units are of good quality and are likely to be attractive to occupiers over the plan period. Whilst this represents a small element of supply, the site is a popular industrial estate providing a range of accommodation sizes and presents a floorspace expansion opportunity, which is expected to come forward over the plan period.</p> <p>Highways and Transport Site is 2km beyond of the Strategic Road Network but is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p>Air Quality An Air Quality Assessment will be required to be undertaken to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p>Flood Risk No known issues/constraints.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Ecological Designations / Environmental Species and Designations No known issues/constraints.</p> <p>Utilities Dwr Cymru Welsh Water indicate that there no issues in providing a supply of clean water or connection to public sewer, although some level of offsite sewers will be required.</p> <p>No additional known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	
74	ENT1(6)	Inserted	<p>ENT1(6): Crosby Yard, Bridgend Sustainable Growth Area 0.8 ha Employment Site B1,B2,B8 Already Delivered August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.4ha Long 28/29 – 32/33: 0.4ha</p> <p>Site Description</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>A small industrial area containing small industrial units, but with access constraints common for industrial units located within the built-up urban area. The 0.8 ha of available land is a narrow triangular 'wedge' bounded by railway on two sides, although with dense tree cover.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary</p> <p>This small yet established industrial estate provides a number of smaller units which are attractive to the local market. The Economic Evidence Base Study (2019) concluded that the units are likely to remain in demand for tenants given the site's propensity to meet local need.</p> <p>There continues to be demand for smaller units in this area, there are few alternative options, and the access arrangements are not likely to be an impediment to the remaining employment land being taken up. The remaining land is likely to come forward over the plan period and would deliver a small amount of floorspace. This could represent an opportunity for open storage.</p> <p>Highways and Transport</p> <p>No known issues/constraints.</p> <p>Flood Risk</p> <p>The site is within 500m of the Ogmore River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>considered to be at risk of fluvial or tidal/coastal flooding.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations The site includes Ancient Woodland and TPO, Important Trees or Hedgerows. As such, an Arboricultural/Ecological Assessment will be required in order to provide sufficient mitigation.</p> <p>Utilities Dwr Cymru indicate that there are no issues in providing a supply of clean water or connection to public sewer, although some level of offsite sewers and mains will be required.</p> <p>No additional known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p> <p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	
76	ENT1(7)	Inserted	<p>ENT1(7): Parc Afon Ewenni, Bridgend Sustainable Growth Area</p> <p>Site Allocation Name / Ref Available Land (ha) Allocation Type (Housing, Employment, Mixed Use) Uses Availability</p> <p>ENT1(7): Parc Afon Ewenni, Bridgend Sustainable Growth Area 2.0 ha Employment Site B1,B2,B8 Already Delivered August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 2.0ha</p> <p>Site Description</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>This industrial estate is part of the extensive south Bridgend industrial area, with the Bridgend industrial estate immediately north and Waterton industrial estate immediately south.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary Parc Afon Ewenni is part of the wider Waterton Industrial Estate. The estate provides a range and size and has good access to junction 35 of the M4 via the A473. The units are likely to remain in demand given its location and range of units available.</p> <p>The employment element has not been delivered, but remains a reasonable prospect especially given it would attract public / private funding.</p> <p>Highways and Transport No known issues/constraints.</p> <p>Flood Risk The site is within 500m of a Main River and lies within Flood Zone 2 and 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations No known issues/constraints.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Utilities No known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p> <p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	
78	ENT1(8)	Inserted	<p>ENT1(8): Waterton Industrial Estate, Bridgend Sustainable Growth Area 10.0 ha Employment Site B1,B2,B8 Already Delivered August 2018: 0ha</p>	<p>To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage</p>

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>August 2019: 2.96ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 2.96ha Medium 23/24 – 27/28: 3.52ha Long 28/29 – 32/33: 3.52ha</p> <p>Site Description Waterton Industrial Estate lies to the south of Bridgend Industrial Estate and also benefits from good access to junction 35 of the M4. It is a site of regional importance, part of the wider southern Bridgend industrial area, situated alongside the A473 dual carriageway and the A48. The site primarily comprises larger manufacturing and distribution units. Occupiers include Biomet, manufacturers of medical equipment, John Raymond warehousing and logistics and SAS International who manufacture suspended ceilings. The quality of the environment together with its strategic position and good access have made this estate very attractive to developers and occupiers. Despite the area being predominantly industrial, it also contains the largest number of dedicated office buildings in the Borough. The available employment land is situated immediately to the west of the Former Ford factory.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary Given Waterton Industrial Estate's existing occupiers and motorway access, the Economic Evidence</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Base Study (2019) concluded that this site represents an attractive employment opportunity to occupiers. This is clearly evidenced by the presence of large occupiers such as Lidl, which has delivered a relatively new regional distribution centre, and Owens, which has a large distribution unit. Although the units at Waterton are more dated than in other parts of the borough, the site will remain an attractive proposition for the reasons outlined. It is likely that the proposed unit sizes will come forward on a speculative basis to attract occupiers on a leasehold basis or be sold to an owner occupier.</p> <p>The synergies between Brocastle, Parc Afon Ewenni and the Former Ford Site represent a more holistic development opportunity, collectively known as the Southern Bridgend Gateway, that will be enabled through subsequent master planning and SPG development to contribute to delivery of the Replacement LDP's Regeneration and Sustainable Growth Strategy.</p> <p>Highways and Transport</p> <p>The Site is 2km beyond of the Strategic Road Network but is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Air Quality An Air Quality Assessment will be required to be undertaken to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p>Flood Risk The Ewenny River flows through the site, and lies within Flood Zone 2 and 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation. The river could also give rise to potential water quality impacts from development. As such an assessment of impacts on water quality should be carried out.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations No known issues/constraints.</p> <p>Utilities Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The site is crossed by a 1650mm combined sewer for which protection measures will be required in the form of an easement width or diversion. This may restrict what can be delivered.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>No additional known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p> <p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	
81	ENT1(9)	Inserted	<p>ENT1(9): Land at Gibbons Way, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area 0.0 ha Employment Site B1 Already Delivered August 2018: 0ha August 2019: 0ha</p>	<p>To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage</p>

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0.03ha</p> <p>Site Description This small remaining employment opportunity represents comprises land within a residential housing estate. The employment element will deliver local opportunities, and therefore has significant social value.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary This minor employment opportunity represents potential for new employment space to help provide new stock in an area where current availability is low. The Economic Evidence Base Study (2019) emphasised the site’s social value and recommended retaining the employment element, which is likely to be delivered through cross-funding from the housing element.</p> <p>Highways and Transport No known issues/constraints.</p> <p>Flood Risk The site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations No known issues/constraints.</p> <p>Utilities Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The site is crossed by a 250mm combined sewer for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.</p> <p>No additional known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p> <p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Utilities</p> <p>To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements</p> <p>Economic Evidence Base Study (2019)</p> <p>Economic Evidence Base Update (2021)</p>	
83	ENT1(10)	Inserted	<p>ENT1(10): Village Farm Industrial Estate, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area</p> <p>Site Allocation Name / Ref</p> <p>Available Land (ha)</p> <p>Allocation Type (Housing, Employment, Mixed Use)</p> <p>Uses</p> <p>Availability</p> <p>ENT1(10): Village Farm Industrial Estate, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area</p> <p>2.6 ha</p> <p>Employment Site</p> <p>B1,B2,B8</p> <p>Already Delivered</p> <p>August 2018: 0.34ha</p> <p>August 2019: 0ha</p> <p>August 2020: 0.88ha</p> <p>August 2021: 0.80ha</p> <p>Short 18/19 – 22/23: 2.02ha</p> <p>Medium 23/24 – 27/28: 0.58ha</p> <p>Long 28/29 – 32/33: 0ha</p> <p>Site Description</p> <p>The industrial market in Pyle is focused on Village Farm Industrial Estate, which is located towards the south of Pyle and benefits from</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>access to junction 37 of the M4. The estate is the largest industrial area in Pyle and the third largest in the borough. The estate mainly comprises small sub 5,000 sq ft terraced units. Occupiers on the estate are companies serving the local markets and include Tonic Studios (paper craft) who occupy a 7,200 sq ft unit and One Vision Digital (communications) who occupy a 1,500 sq ft unit. There are a small number of undeveloped plots across the estate.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary</p> <p>The Economic Evidence Base Study (2019) recognised that demand for industrial space in Pyle is for units at Village Farm Industrial Estate. This large, established industrial estate provides a range of size and age of buildings and - will remain attractive to occupiers, notably given with its access to Junction 37 of the M4. Demand is likely to stem from companies servicing the local markets who seek good links to the motorway. The remaining land forms part of the integrity of the wider site and the few remaining parcels are likely to come forward over the Plan period.</p> <p>Highways and Transport</p> <p>The site is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p>Air Quality An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p>Flood Risk No known issues/constraints.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations The site is within 500m of Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands SAC, although separated by built form and transport infrastructure.</p> <p>Utilities Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer.</p> <p>No known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	
85	ENT1(11)	Inserted	<p>ENT1(11): Ty Draw Farm, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area 2.23 ha Employment Site B1,B2,B8 Already Delivered August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 2.23ha Long 28/29 – 32/33: 0ha</p> <p>Site Description</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Located west of the A4229 within the north west quadrant of M4 J37, and approximately 1 km to the north is Pyle across the junction with the A48. The site is bounded to the west by residential development and is well screened by a dense tree belt from the A4229. The large Village Farm industrial estate is nearby on the northern side of the A48 junction.</p> <p>Planning consent for a 'hybrid' scheme was granted in 2014, including full consent for residential use to the south of the site and outline consent for employment use to the north. An access off the main estate road was also required to be provided to enable the employment development to be completed. The residential element of the site was complete by the end of 2016/17 and 2.23ha of employment land remains.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary</p> <p>The site materially changed when the residential development was completed by the end of 2016/17 and it now represents a modest, yet accessible employment opportunity. Whilst there is a large employment area close by, which has scope for regeneration and intensification of activity, this site will be attractive for smaller employment occupiers and developers because of its motorway access. It is considered that proactive investment in levelling works (to provide a development plateau), as per the original hybrid planning consent,</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>would enable the site to come forward for the employment use intended. This would properly test the market and progress initial enquiries further than has been possible hitherto. In the context of a fifteen-year plan, only five years has passed since the site materially changed in nature, and two of those years were heavily influenced by the impacts of the global pandemic. As per the findings of the Economic Evidence Base Study (2019) and Update (2021), it is reasonable to give the site more time to come forward as a more modest, yet accessible, serviced employment opportunity. Once the commitment to undertake the enabling works, as required by the Section 106 Agreement, is fulfilled, the site will be properly readied for the market. It is then expected to be in a prime position to come forward for employment uses over the plan period.</p> <p>Highways and Transport The site is located within 500m of a traffic congestion point (as identified by BCBC Highways). As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p>Air Quality An Air Quality Assessment will be required to be undertaken to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Flood Risk The site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations No known issues/constraints.</p> <p>Utilities Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer.</p> <p>No additional known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p> <p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	
88	ENT1(12)	Inserted	<p>ENT1(12): Ewenny Road, Maesteg and the Llynfi Valley Regeneration Growth Area 3.5 ha Employment Site B1,B2,B8 Already Delivered August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 3.5ha</p> <p>Site Description The site is located within a long-established industrial area, and is currently cleared for development. The site is close to Maesteg town centre, 11 kms north of J36 M4 and is served by Ewenny Railway Station. It must be noted that the site represents a flat development opportunity in an area where topographical issues are normally challenging.</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Key Site Issues and Constraints</p> <p>Market Commentary Part of the site is in Council ownership and is expected to come forward as part of a mixed-use development, with small units likely to be popular in this location.</p> <p>This site remains suitable and available for significant mixed-use development and should be the focus for all available cross-subsidy opportunities for Maesteg.</p> <p>Highways and Transport The site is located 2km beyond the Strategic Road Network.</p> <p>Air Quality An Air Quality Assessment will be required to be undertaken to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p>Flood Risk Site situated immediately west of Llynfi River and within Flood Zone 2 and 3 (Flood Map for Planning), giving rise to potential impacts on water quality and flooding from construction and operational activities. As such a Flood Consequences Assessment will be required to be undertaken. Furthermore, for proposals discharging into the Llynfi River, an assessment of water quality impacts will also be required to be undertaken.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations No known issues/constraints.</p> <p>Utilities Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer.</p> <p>No additional known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p> <p>Contamination/Remediation Natural Resources Wales indicate that previous use could have caused contamination.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements</p> <p>Economic Evidence Base Study (2019)</p> <p>Economic Evidence Base Update (2021)</p>	
90	ENT1(13)	Inserted	<p>ENT1(13): The Triangle Site, Bocam Park, Pencoed Sustainable Growth Area</p> <p>1.0 ha</p> <p>Employment Site</p> <p>B1</p> <p>Already Delivered</p> <p>August 2018: 0ha</p> <p>August 2019: 0ha</p> <p>August 2020: 0ha</p> <p>August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha</p> <p>Medium 23/24 – 27/28: 1.0ha</p> <p>Long 28/29 – 32/33: 0ha</p> <p>Site Description</p> <p>A largely developed office park in a prominent gateway location at Pencoed, adjacent to M4 J35. The Park has excellent access to the motorway via the A473 dual carriageway. It is located in the south-west quadrant of M4 J35, with the Pencoed Technology Park on the diagonally opposite quadrant to the north. The proximity to the Technology Park provides supply chain opportunities.</p> <p>Key Site Issues and Constraints</p>	<p>To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage</p>

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Market Commentary The Economic Evidence Base Study (2019) considered the site to be a good quality office park with a flexible size, rand range of units with competitive rents and excellent link to M4 J35. Given the lack of modern purpose build space in the borough this is likely to remain popular for occupiers. Given the site's location and suitable surrounding uses the site is likely to deliver additional employment uses over the plan period and it should be noted that this is only one of two office park developments in the Borough.</p> <p>Highways and Transport No known issues/constraints.</p> <p>Flood Risk The Ewenny River flows through the site, and lies within Flood Zone 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation. The river could also give rise to potential water quality impacts from development. As such an assessment of impacts on water quality should be carried out.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations No known issues/constraints.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Utilities Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 150mm foul sewer for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.</p> <p>No additional known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p> <p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019)</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			Economic Evidence Base Update (2021)	
92	ENT1(14)	Inserted	<p>ENT1(14): Brynmenyn Industrial Estate 2.0 ha Employment Site B1,B2,B8 Already Delivered August 2018: 0.03ha August 2019: 0ha August 2020: 0.58ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0.61ha Medium 23/24 – 27/28: 0.7ha Long 28/29 – 32/33: 0.69ha</p> <p>Site Description Brynmenyn Industrial Estate is in Abergarw, east of Tondu/north of the M4. The estate has good access to junction 36 of the M4. The estate is the largest industrial area in the Valleys Gateway. The estate comprises a mix of small and medium-sized warehouses and workshops. It adjoins the former Christie's site immediately to the north and is close to the Abergarw industrial estate. The available employment expansion land is greenfield to the southeast.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary Brynmenyn Industrial Estate is one of the key focusses of the industrial market in the Valleys Gateway. It is an established industrial estate, which provides range of size and quality of units. The estate is well occupied and given its links to the motorway it is</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>likely to remain attractive to occupiers, perhaps most likely to be attractive to a small industrial occupier.</p> <p>Highways and Transport Site is located 2km beyond of the Strategic Road Network but is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p>Air Quality An Air Quality Assessment will be required to be undertaken to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p>Flood Risk No known issues/constraints.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations No known issues/constraints.</p> <p>Utilities Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The eastern section of the site is</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>crossed by a 525mm combined sewer and a 400mm trunk water main for which protection measures will be required in the form of easements or diversions. The western parcel is crossed by a 450mm combined sewer and a 150mm combined storm overflow for which protection measures will be required in the form of easements or diversions. This may restrict what can be delivered.</p> <p>No additional known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p> <p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)	
94	ENT1(15)	Inserted	<p>ENT1(15): Land adjacent to Sarn Park Services 2.7 ha Employment Site B1 Already Delivered August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 2.7ha Long 28/29 – 32/33: 0ha</p> <p>Site Description Greenfield site wedged between the M4 and A4063 immediately south of Sarn village and adjoining Sarn Park services at M4 J36.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary The Economic Evidence Base Study (2019) concluded that this is an attractive site for logistics/warehouse occupiers, and represents one of the very few in the Borough that should be retained to allow for market choice. The site's location and configuration make it attractive to B8 occupier, and it is most likely to come forward with a pre-let in place.</p> <p>Highways and Transport</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>No known issues/constraints.</p> <p>Flood Risk The site is located within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations No known issues/constraints.</p> <p>Utilities Dwr Cymru Welsh Water indicate that there no issues in providing a supply of clean water or connection to the public sewer, although some level of offsite sewers and mains will be required. Site is crossed by 1000mm trunk water main and a 600mm trunk water main for which protection measures will be required in the form of easement widths or diversions. The north eastern parcel of the site is within Welsh Water's ownership and contains a water pumping station (WPS). As such, this parcel cannot be developed and the WPS requires consideration in any future development. These elements may restrict what can be delivered.</p> <p>No additional known issues/constraints.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p> <p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	
96	ENT1(16)	Inserted	<p>ENT1(16): Land west of Maesteg Road, Tondu</p> <p>Site Allocation Name / Ref</p> <p>Available Land (ha)</p> <p>Allocation Type (Housing, Employment, Mixed Use)</p> <p>Uses</p> <p>Availability</p> <p>ENT1(16): Land west of Maesteg Road, Tondu</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>0.3 ha Employment Site B1 Already Delivered August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.3ha Long 28/29 – 32/33: 0ha</p> <p>Site Description The site is located on the western edge of Tondu village 2.5 kms north of M4 J36. The core of site was previously developed land (NCB offices). Access is via the A4063, which to facilitate the full development of the whole site requires upgrade.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary The site would be suitable for small flexible workspace units and is likely to come forward as a cross funded development with a residential element The scheme currently in planning proposes only a very minor element of employment as part of mixed use proposal (0.25 Ha).</p> <p>Highways and Transport Site is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p>Air Quality An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p>Flood Risk The site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations The site includes Ancient Woodland and Important Trees, Hedgerows or TPOs. As such, an Arboricultural/Ecological Assessment will be required in order to provide sufficient mitigation.</p> <p>Utilities Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer, although some level of offsite sewers and mains will be required.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>No additional known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology No known issues/constraints.</p> <p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	
98	ENT1(17)	Inserted	<p>ENT1(17): Isfryn Industrial Estate, Blackmill 0.4 ha Employment Site B1,B2,B8 Already Delivered August 2018: 0ha</p>	<p>To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at</p>

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0.4ha</p> <p>Site Description The site is four miles north of M4 J36 and comprises an office building and three large industrial buildings all occupied by Coppice Alupack, a metals manufacturing firm. The existing employment site is fully built-out, with a relatively high floorspace density.</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary The site remains attractive to existing single occupier, Coppice and the Economic Evidence Base Study (2019) recommended that the site should remain within the employment land supply on this basis.</p> <p>Highways and Transport The site is located 2km beyond the Strategic Road Network but within 500m of an identified traffic congestion point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.</p> <p>Air Quality</p>	<p>Deposit Consultation Stage</p>

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.</p> <p>Flood Risk Ogwr Fach bounds the site to the south east and flows through the site, giving rise to potential impacts on water quality from development. As such, an assessment of water quality impacts should be undertaken.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations No known issues/constraints.</p> <p>Utilities Dwr Cymru indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 6" combined sewer for which protection measures will be required in the form of an easement of diversion. This may restrict what can be delivered.</p> <p>No additional known issues/constraints.</p> <p>Welsh Language The site is not located in a Welsh language sensitive area.</p> <p>Archaeology</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>No known issues/constraints.</p> <p>Contamination/Remediation No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements Economic Evidence Base Study (2019) Economic Evidence Base Update (2021)</p>	
98	ENT1(18)	Inserted	<p>ENT1(18): Abergarw Industrial Estate, Brynmenyn 1.4 ha Employment Site B1,B2,B8 Already Delivered August 2018: 0.88ha August 2019: 0ha August 2020: 0ha August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0.88ha Medium 23/24 – 27/28: 0.52ha Long 28/29 – 32/33: 0ha</p> <p>Site Description</p>	To include more detailed information and set out what is expected from this allocation in response to Welsh Government's recommendation at Deposit Consultation Stage

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Located east of the A4064 at Abergarw and within 1.5 kms of J36 M4, the site is predominantly flat. Access is from Abergarw Road that also serves Ogmores School (a special needs school), which could give rise to conflict. The parcel of available land is at the eastern end of the estate</p> <p>Key Site Issues and Constraints</p> <p>Market Commentary Established industrial area with a mix of age and size of units. The estate is well occupied and is likely to remain popular given its access to the motorway.</p> <p>Highways and Transport No known issues/constraints.</p> <p>Flood Risk The site is situated immediately south east of Ogmores River, giving rise to potential impacts on the water environment from construction and operational activities. As such, for proposals discharging into the Ogmores River, an assessment of water quality impacts should be undertaken.</p> <p>Land Ownership No known issues/constraints.</p> <p>Protected Environmental / Ecological Species and Designations The site is located within 1km of Blackmill Woodlands SAC and SSSI, however development is not considered likely to result in an any adverse impact.</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			<p>Utilities</p> <p>Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 450mm combined sewer for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.</p> <p>No additional known issues/constraints.</p> <p>Welsh Language</p> <p>The site is not located in a Welsh language sensitive area.</p> <p>Archaeology</p> <p>No known issues/constraints.</p> <p>Contamination/Remediation</p> <p>No known issues/constraints.</p> <p>Key Infrastructure and Policy Requirements (including broad costs or formulae set out in SPG where known) For example:</p> <p>Access</p> <p>Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.</p> <p>Utilities</p> <p>To be delivered in accordance with the Infrastructure Development Plan.</p> <p>Key Supporting Information Requirements</p> <p>Economic Evidence Base Study (2019)</p>	

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
			Economic Evidence Base Update (2021)	
Appendix 6: Sustainability Appraisal Policy Level Mitigation				
2	Proposed Allocations Table	Deleted	COM1 (1) Parc Afon Ewenni Parc Afon Ewenni Strategic Mixed Use (Regeneration) SP4 DNP9	Parc Afon Ewenni deleted as a housing allocation due to flood risk issues
2	Proposed Allocations Table	Deleted	2	Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1)
2	Proposed Allocations Table	Inserted	1	Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1)
2	Proposed Allocations Table	Deleted	3-5	Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1)
2	Proposed Allocations Table	Inserted	2-4	Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1)
2	Proposed Allocations Table	Deleted	3	Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1)
2	Proposed Allocations Table	Inserted	2	Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1)
2	Proposed Allocations Table	Deleted	4	Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1)

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
2	Proposed Allocations Table	Inserted	3	Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1)
2	Proposed Allocations Table	Deleted	5	Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1)
2	Proposed Allocations Table	Inserted	4	Policy re-numbering due to removal of Parc Afon Ewenni housing allocation (COM1)
4	Proposed Allocations Table	Deleted	37	Policy re-numbering due to deletion of the Former Christie Tyler Site employment safeguarding allocation (ENT2)
4	Proposed Allocations Table	Inserted	29	Policy re-numbering due to deletion of the Former Christie Tyler Site employment safeguarding allocation (ENT2)
Appendix 7: Illustrative Strategic Site Masterplans				
1	1	Inserted	<p>Appendix 7: Illustrative Strategic Site Masterplans</p> <p>Concept masterplans for each strategic site are provided below for illustration purposes only. The final masterplans will be refined as part of future planning applications in accordance with the respective masterplan development principles detailed in Policies PLA1-5. Further consultation will also be undertaken as part of the Pre-Application Consultation process.</p>	Provide a visual element to the LDP to enable all parties to understand how the sites will be developed in broad terms. This responds to Welsh Government's comments made at Deposit Consultation Stage.
1	SP2(1)	Inserted	<ul style="list-style-type: none"> SP2(1) Porthcawl Waterfront Illustrative Masterplan 	Provide a visual element to the LDP to enable all parties to understand how the

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
				site will be developed in broad terms. This responds to Welsh Government's comments made at Deposit Consultation Stage.
2	SP2(2)	Inserted	<ul style="list-style-type: none"> SP2(2) Land South of Bridgend Illustrative Masterplan 	Provide a visual element to the LDP to enable all parties to understand how the site will be developed in broad terms. This responds to Welsh Government's comments made at Deposit Consultation Stage.
3	SP2(3)	Inserted	<ul style="list-style-type: none"> SP2(3) Land West of Bridgend Illustrative Masterplan 	Provide a visual element to the LDP to enable all parties to understand how the site will be developed in broad terms. This responds to Welsh Government's comments made at Deposit Consultation Stage.
4	SP2(4)	Inserted	<ul style="list-style-type: none"> SP2(4) Land East of Pencoed Illustrative Masterplan 	Provide a visual element to the LDP to enable all parties to understand how the site will be developed in broad terms. This responds to Welsh Government's comments made at Deposit Consultation Stage.
5	SP2(5)	Inserted	<ul style="list-style-type: none"> SP2(5) Land East of Pyle Illustrative Masterplan 	Provide a visual element to the LDP to enable all parties to understand how the site will be developed in broad terms. This responds to Welsh Government's

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
				comments made at Deposit Consultation Stage.
Appendix 8: Proposals Map				
10	COM(3) COM(2)	Updated	Re-numbered Land South East of Pont Rhyd-y-cyff Housing Allocation from COM1(3) to COM1(2)	Policy re-numbering due to deletion of Parc Afon Ewenni housing allocation.
10	COM(4) COM(3)	Updated	Re-numbered Land South of Pont Rhyd-y-cyff Housing Allocation from COM1(4) to COM1(3)	Policy re-numbering due to deletion of Parc Afon Ewenni housing allocation.
10	COM(5) COM(4)	Updated	Re-numbered Land South West of Pont Rhyd-y-cyff Housing Allocation from COM1(5) to COM1(4)	Policy re-numbering due to deletion of Parc Afon Ewenni housing allocation.
15	SP7(2)	Deleted	Deleted Land adjacent to Bryncethin Depot (permanent, 3 pitch Gypsy and Traveller Site)	Site no longer necessary to meet the needs identified in the GTAA. Planning consent has been granted to intensify an existing authorised private site and accommodate the 3 pitches through re-configuration (application P/21/677/FUL refers, see also Gypsy and Traveller Site Options Background Paper).
15	ENT2(29)	Deleted	Deleted Former Christie Tyler Site (ENT29 at Deposit Stage)	Correction – the site has not been developed for employment purposes and was not recommended for re-allocation as an employment site by the Economic Evidence Base Study. The site was incorrectly listed within the employment safeguarding policy

Page	Paragraph, Table or Policy	Type of Change	Details of Change	Reason
				(ENT2) at Deposit Stage and has therefore now been removed.
16	ENT2(37) ENT2(29)	Updated	Re-numbered Wern Tarw Employment Allocation from ENT37 to ENT29	Re-numbering exercise following deletion of Christie Tyler Site employment safeguarding allocation above
23	N/A	Updated	Map Repositioned on page	Enhance clarity
27	COM1(2) COM1(1)	Updated	Re-numbered Craig y Parcau Housing Allocation from COM1(2) to COM1(1)	Policy re-numbering due to deletion of Parc Afon Ewenni housing allocation
28	COM1(1)	Deleted	Deleted Parc Afon Ewenni housing allocation.	Flood risk issues
29	N/A	Updated	Map Repositioned on page.	Enhance clarity
29	SP1	Updated	Boundary of SP1 (Porthcawl Waterfront) amended to exclude the Glamorgan Holiday Hotel.	Exclude the Glamorgan Holiday Hotel from SP1's boundary as requested by Representor 1335 at Deposit Consultation Stage.
37	SP1	Updated	Boundary of SP1 (Porthcawl Waterfront) amended to exclude the Glamorgan Holiday Hotel as requested by Representor 1335 at Deposit Consultation Stage.	Exclude the Glamorgan Holiday Hotel from SP1's boundary as requested by Representor 1335 at Deposit Consultation Stage
All	N/A	N/A	Site of Importance for Nature Conservation (SINC) layers removed from Proposals Map.	Enhance clarity of the Proposals Map given the number, variety and scale of SINC's, thereby responding to feedback at Deposit Consultation Stage. Moreover, SINC's will be reviewed independently of LDP revisions